

PB83-916906



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

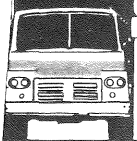
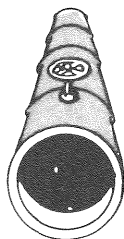
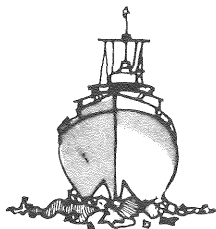
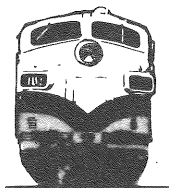
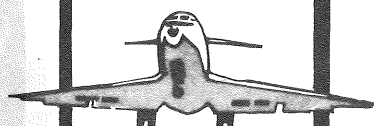
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 4 OF 1982 ACCIDENTS

NTSB / AAB-83 / 06

Q. 1

UNITED STATES GOVERNMENT



Doc
NTSB
AAB
83
06
Issue 4

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-83/06	2. Government Accession No. PB83-916906	3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Issue Number 4 - 1982 Accidents		5. Report Date June 20, 1983	
		6. Performing Organization Code	
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Accident Investigation National Transportation Safety Board Washington, D. C. 20594		10. Work Unit No.	
		11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1982 in Brief Format	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
<p>16. Abstract</p> <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p style="text-align: center;">File Numbers: 0601 through 0800</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 423	22. Price

FOREWARD

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

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

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

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

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board
Public Inquiries Section, AD-46
800 Independence Avenue, S.W.
Washington, D.C. 20594

TABLE OF CONTENTS

	<u>Page</u>
Foreward.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

AIRCRAFT ACCIDENTS

Statistical Tables

Type of Operation Summary.....	VIII
Type of Aircraft Summary.....	IX
File Order Listing.....	X
Briefs of Accidents.....	1-405

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 0601 Through 0800
Issue Number 4

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	197	23	40
Part 135 (Air Taxi)	3	0	0
Part 135 (Commuter	1	0	0
Part 121 (Air Carrier)	0	0	0
	-----	-----	-----
Totals	202	23	40

National Transportation Safety Board
Washington, D. C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0601 Through 0800
Issue Number 4

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)	162	15	25
Fixed-Wing (Multi-Engine)	22	6	13
Rotorcraft	14	1	1
Glider	2	1	1
Balloon	2	0	0
Blimp/Dirigible	0	0	0
	-----	-----	-----
Totals	202	23	40

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
601	N57617	042982	BIRCHWOOD, AK	PIPER	PA-18-150	NONE	8
602	N69646	032682	YUBA CITY, CA	CESSNA	310Q	NONE	70
603	N2730R	040482	FT. LAUDERDALE, FL	BEECH	F33A	NONE	128
604	N30569	032282	JEFFERSON, GA	CESSNA	177	MINOR	144
605	N59737	010682	NEAR BAKERSFIELD, CA	BOEING	A75	SERIOUS	44
606	N6594U	012882	FOWLER, CA	MOONEY	M20C	NONE	50
607	N758SK	010282	HEARNE, TX	CESSNA	R172K	FATAL	356
608	N5035N	042682	FAIRFIELD, IA	BELLANCA	8KCAB	FATAL	158
609	N2575X	020182	LAS CRUCES, NM	CESSNA	P206	NONE	254
610	N7661Q	030682	FREEMONT, MI	CESSNA	310	NONE	202
611	N317PL	031882	CASPER, WY	CESSNA	180J	MINOR	404
612	N3564E	030982	SAN CARLOS, CA	CESSNA	172	NONE	56
613	N38857	030282	CHANDLER, AZ	PIPER	J3F-65	MINOR	22
614	N5526Q	032082	ALEXANDRIA, KY	MOONEY	M20E	MINOR	180
615	N5643B	031582	BREMEN TOWNSHIP, MN	CESSNA	182	NONE	214
616	N9079M	031282	SPANGLER, PA	ROBINSON	R22	FATAL	328
617	N6286P	031882	COLUMBUS, OH	PIPER	PA-24-250	MINOR	290
618	N9239U	032482	WEST CHICAGO, IL	CESSNA	150	MINOR	162
619	N6659Q	021182	VALLEY HOME, CA	GRUMMAN	G-164B	NONE	54
620	N1527F	021982	PHOENIX, AZ	BALLOON WORK	FIREFLY	NONE	20
621	N46681	010882	CUTCHOGUE, NY	CESSNA	152	NONE	262
622	N704KE	011682	SWANTON, VT	CESSNA	150M	NONE	374
623	N9131H	032182	CLARKSVILLE, IN	CESSNA	172	NONE	174
624	N6817T	032782	ANCHORAGE, AK	CESSNA	310D	NONE	4
625	N777BZ	030782	TYLER, TX	CESSNA	172M	NONE	368

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
626	N8832L	030182	BIG SPRING, TX	PIPER	PA-25-235C	NONE	360
627	N731EZ	030382	DELEON, TX	CESSNA	P210N	MINOR	366
628	N55550	030382	CROWNPOINT, NM	PIPER	PA-32-300	NONE	258
629	N50402	030182	MENA, AR	BELLANCA	8GCBC	NONE	16
630	N4218X	061682	FIREBAUGH, CA	ROCKWELL INT	S-2R	SERIOUS	112
631	N7452M	032782	TUSCOLA, IL	CESSNA	175	MINOR	164
632	N1120F	031182	CAMBRIDGE, MN	CESSNA	172G	NONE	212
633	N5518M	032982	MINERAL POINT, WI	AERO COMMAND	100	NONE	392
634	N5131U	030182	NOACK, TX	CESSNA	U206	NONE	362
635	N2395L	030182	TEMPLE, TX	PIPER	PA-38-112	NONE	364
636	N2361	022882	TAYLOR, TX	STARDUSTER I		NONE	358
637	N2623	020482	GULF OF MEXICO, GM	BELL	206L-1	NONE	152
638	N100CA	022582	EUNICE, LA	CESSNA	421B	NONE	186
639	N49924	043082	WHITE SULPHUR SPGS, WV	CESSNA	152	MINOR	400
640	N4393C	021482	NEW GLOUCESTER, ME	AERONCA	7EC	FATAL	200
641	N9759Q	020382	TOMS RIVER, NJ	TED SMITH	AEROSTAR 6	NONE	252
642	N80420	012482	TAUNTON, MA	CESSNA	172	MINOR	188
643	N8690F	030282	LITTLE VALLEY, NY	HUGHES	500	NONE	268
644	N7394G	051282	HUNTINGTON BEACH, CA	CESSNA	172K	MINOR	88
645	N7383S	011782	SUNFLOWER, AZ	CESSNA	182P	MINOR	18
646	N2644Q	011082	MOJAVE, CA	CESSNA	TU206F	MINOR	46
647	N5841U	032382	HOBOKEN, GA	PIPER	PA-28-140	SERIOUS	146
648	N6909J	032582	ANNVILLE, PA	PIPER	PA-28-151	SERIOUS	332
649	N7378L	030282	SCOTLAND, PA	CESSNA	A152	FATAL	326
650	N98546	031682	12 N.E. BURBANK, CA	CESSNA	340A	FATAL	60

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
651	N3688N	011082	HENDERSON, NC	MOONEY	M20G	FATAL	234
652	N1108P	021582	CORYDON, IN	PIPER	PA-23	FATAL	172
653	N24582	041782	WEST UNION, IA	BEECH	B-19	NONE	156
654	N1105C	042882	MODESTO, CA	CESSNA	177B	NONE	82
655	N1118R	032982	ORMOND BEACH, FL	MOONEY	M20J	FATAL	122
656	N2490T	032882	WESTMINSTER, MD	PIPER	PA-28-140	FATAL	196
657	N341PL	011582	JAMAICA, NY	SWEARINGEN	SA 226-TC	SERIOUS	264
658	N3440F	051482	SUMMERSVILLE, WV	CESSNA	182	NONE	402
659	N88012	060182	SPRAGUE, WA	EAGLE	DW-1	NONE	390
660	N2588D	041082	SANTA MONICA, CA	PIPER	PA-38-112	NONE	72
661	N28582	041182	MONTAGUE ISLAND, AK	PIPER	PA-32	NONE	6
662	N761QZ	041182	BREMERTON, WA	CESSNA	A152	FATAL	378
663	N7599P	040282	WADSWORTH, OH	CESSNA	210N	MINOR	292
664	N9043E	041782	PERRIS, CA	ROBINSON	R-22	NONE	80
665	N1669E	013082	REDDING, CA	AERONCA	7AC	NONE	52
666	N757HZ	032682	EAST AURORA, NY	CESSNA	152	NONE	270
667	N84330	021082	PLYMOUTH, MA	CESSNA	172K	NONE	190
668	N8043J	011982	SOMERSET, PA	PIPER	AEROSTAR 6	NONE	324
669	N654T	011782	PICAYUNE, MS	BEECH	F50	FATAL	226
670	N6752S	050482	OREGON CITY, OR	CESSNA	150H	FATAL	310
671	N2952X	032082	SAN FERNANDO, CA	CESSNA	177	SERIOUS	62
672	N761PK	022782	CLOVIS, NM	CESSNA	T210M	NONE	256
673	N477FL	042182	WHITE PLAINS, NY	PIPER	PA-28-140	NONE	274
674	N757QC	033082	RONKONKOMA, NY	CESSNA	152	NONE	272
675	N1750	042182	LATROBE, PA	PITTS SPECIA	S-1C	NONE	334

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
676	N975T	050282	ALTOONA, PA	BEECH	35-33	NONE	340
677	N1147W	042882	MADISON, CT	MOONEY	M20J	NONE	118
678	N38198	042582	GAINESVILLE, FL	BEECH	95-B55	NONE	130
679	N8288U	072082	ORINDA, CA	CESSNA	150M	MINOR	114
680	N1765M	042382	ENDERLIN, ND	CESSNA	182P	NONE	240
681	N6444B	040882	BROOK HAVEN, MS	CESSNA	172	NONE	228
682	N159TC	031482	LUSBY, MD	CESSNA	152	MINOR	194
683	N3972Y	041782	N. SOUTH LAKE TAHOE, CA	CESSNA	210D	NONE	78
684	N5449C	051082	NEW HOPE, PA	BELL 47G-3B	(SOLOY CON	NONE	342
685	N9060F	040282	NEAR TOUTLE, WA	HILLER	UH-12E	NONE	376
686	N294T	040382	HOLLYWOOD, FL	PIPER	PA-18	NONE	126
687	N8113B	051282	PORT ANGELES, WA	PIPER	PA 28-181	NONE	384
688	N8005J	052482	WINTER GARDEN, FL	LAKE	LA-4	NONE	142
689	N2497K	052582	GOODLAND, KS	LUSCOMBE	8E	NONE	178
690	N9008T	052982	NELIGH, NE	CONTINENTAL	BELL 47	NONE	250
691	N6510S	011982	SHREVEPORT, LA	CESSNA	150H	NONE	184
692	N13JL	012282	LANCASTER, CA	SONS MUSTANG	II	FATAL	48
693	N3415D	041582	WORDEN, MT	CESSNA	170B	NONE	232
694	N24584	050182	CAMARILLO, CA	BEECH	A24R	MINOR	86
694	N7254L	050182	CAMARILLO, CA	GRUMMAN	AA-1A	NONE	84
695	N161SS	041582	TULARE, CA	BURKHART GRO	SPEED ASTI	FATAL	76
695	N6KS	041582	TULARE, CA	SCHLEICHER	ASW-20	FATAL	74
696	N62377	042382	CHRISTMAS VALLEY, OR	HILLER/SOLOY	12E	SERIOUS	308
697	N57750	040282	DELRAY BEACH, FL	PIPER	PA-36	MINOR	124
698	N46125	041082	HOLBROOK, AZ	CESSNA	172	NONE	24

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
699	N1434Z	050982	15N OF MEDFORD, OR	DEHAVILLAND	2	NONE	312
700	N6758B	013182	LAKE PLACID, NY	PIPER	PA-22	MINOR	266
701	N90736	041082	MESA, AZ	ROBINSON	R-22	NONE	26
702	N82YL	051982	KANSAS CITY, MO	HOME BUILT	QUICKIE 2	NONE	222
703	N8355P	050182	FARMINGDALE, NY	PIPER	PA-24-250	NONE	278
704	N8584N	053182	HILLSBORO, OR	PIPER	PA-28R-200	NONE	320
705	N6777T	053182	WALDPORT, OR	CESSNA	177	NONE	322
706	N1355V	050782	GENEVA, FL	CESSNA	172K	NONE	134
707	N4540K	050282	BLOOMSBURG, PA	RAYAN	NAV-4	NONE	338
708	N11VH	051882	GRANDVIEW, WA	BELL	47G-2	NONE	386
709	N45476	042582	CORTLAND, OH	CESSNA	150M	NONE	302
710	N8565F	031882	EMMAUS, PA	BELL	47J-2A	SERIOUS	330
711	N1KH	032182	HILLSBORO, OR	ROBINSON	R-22	NONE	306
712	N70454	052582	EHRENBERG, AZ	CESSNA	A188	SERIOUS	38
713	N5045R	050982	N.W. OF COPALIS BCH, WA	CESSNA	A185F	NONE	382
714	N6237G	052382	CALIFORNIA CITY, CA	BEECH	C23	NONE	106
715	N735JJ	052482	HURON, CA	CESSNA	182	NONE	108
716	N7320K	052182	HILO, HI	CESSNA	172XP	MINOR	154
717	N739EP	051782	TABERG, NY	CESSNA	172N	NONE	284
718	N3673F	051682	TOUGHKENAMON, PA	NORTH AMERIC	SNJ-5	NONE	344
719	N6086D	052182	SENECA FALLS, NY	PIPER	PA-22-150	MINOR	286
720	N45946	051982	MONONGAHELA, PA	CESSNA	152	NONE	348
721	N13213	112982	AUBURN, NY	MOONEY	M20B	FATAL	288
722	N9072Q	052782	DANBURY, CT	ROBINSON	R-22	NONE	120
723	N6751R	052582	MEADVILLE, PA	CESSNA	T210F	NONE	350

File Order Listing - Issue No. 4, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
724	N9927B	051682	MINDEN, NE	CESSNA	182A	NONE	242
725	N9639R	042182	CLIMAX SPRINGS, MO	BEECH	B95	FATAL	216
726	N3228R	041882	MIDDLEFIELD, OH	CESSNA	411	FATAL	298
727	N90249	050182	FT. PIERCE, FL	ROBINSON	R-22	NONE	132
728	N12696	050282	PARDEEVILLE, WI	CESSNA	172M	FATAL	396
729	N2363A	051782	PUNXSUTAWNEY, PA	PIPER	PA-38	NONE	346
730	N40445	051582	MADERA, CA	MARTIN	404	NONE	96
731	N4008H	041782	EVERGREEN, AL	AYRES CORPOR	S2R-600	MINOR	14
732	N1227P	042582	LOUISVILLE, KY	PIPER	PA-23	NONE	182
733	N7841P	040682	TAZEWELL, VA	PIPER	PA-24-250	NONE	370
734	N1320F	052382	LESTER, WA	CESSNA	172G	NONE	388
735	N9316D	052882	ROOSEVELT, AZ	CESSNA	210	NONE	42
736	N1615P	053082	WILLIAMSTON, NC	PIPER	PA-22-150	NONE	238
737	N8197F	050882	BLOOMINGTON, IL	CESSNA	150	NONE	168
738	N5158A	053082	CLEMSON, SC	CESSNA	T210N	NONE	352
739	N9010W	041582	GRAYTOWN, OH	PIPER	PA-28-235	MINOR	296
740	N58RH	042482	COLUMBUS, OH	HARTMAN	KR-II	NONE	300
741	N8691E	041382	GAYLORD, MI	PIPER	PA-34	NONE	204
742	N31EH	042782	NEW CASTLE, PA	PIPER	601P	NONE	336
743	N62382	042382	FLUSHING, NY	NORTH AMERIC	SNJ-2	NONE	276
744	N3402Z	041182	NOVA, OH	PIPER	PA-22-160	NONE	294
745	N6001V	042482	WEST CHICAGO, IL	BEECH	BE-23	NONE	166
746	N6308A	042582	BRAZIL, IN	CESSNA	182	NONE	176
747	N71834	042582	DODGEVILLE, WI	LUSCOMBE	8A	NONE	394
748	N2263D	041482	PLYMOUTH, MI	RAND	K.R.1	NONE	206

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
749	N1181X	052782	SPRINGFIELD, IL	PIPER	PA-34	NONE	170
750	N2992J	052482	WHITE CLOUD, MI	CESSNA	150G	NONE	210
751	N1533N	052082	WYOMING, MI	BALLONWORK	FIREFLY-7	NONE	208
752	N9698T	051882	LOGANVILLE, WI	CESSNA	210	NONE	398
753	N6642S	051582	WEEDSPORT, NY	CESSNA	150H	NONE	282
754	N8426E	051482	THORNTON, IA	BELL	47G2	MINOR	160
755	N6527W	052082	COLUMBIA, MO	PIPER	PA-28-140	NONE	224
756	N3167V	051682	HAGERSTOWN, MO	CESSNA	150M	NONE	220
757	N2483A	051082	ENDICOTT, NY	PIPER	PA-38-112	NONE	280
758	N15878	051382	NORTH ANDOVER, MA	PIPER	PA-28-140	NONE	192
759	N6716T	053182	BIG BEAR, CA	BEECH	C-24R	NONE	110
760	N7533B	051682	PRESCOTT, AZ	AERONCA	7EC	NONE	34
761	N711AH	051782	FRESNO, CA	SWEARINGEN	SA26-T	NONE	102
762	N57734	051582	E. OF DELANO, CA	PIPER	PA-36-285	NONE	94
763	N7444X	051782	CROWS LANDING, CA	CESSNA	172B	NONE	98
764	N1805Z	051882	LITTLE RIVER, CA	BEECH	77	MINOR	104
765	N4607Z	052382	TAMPA, FL	PIPER	PA-22-108	NONE	140
766	N7689	052082	TEKAMAH, NE	GRUMMAN	G-164A	NONE	248
767	N2414G	052682	CEDARVILLE, OH	CESSNA	182	NONE	304
768	N4567W	052082	FORT APACHE, AZ	ROCKWELL	112TC	FATAL	36
769	N90764	050182	NORTH LAS VEGAS, NV	ROBINSON	R-22HP	MINOR	260
770	N6459D	051782	BAKERSFIELD, CA	CESSNA	172	NONE	100
771	N73056	052282	BUENA VISTA, OR	CESSNA	140	MINOR	316
772	N2259J	051882	CHADRON, NE	CESSNA	150	MINOR	244
773	N88126	101482	NEAR BAKERSFIELD, CA	EAGLE	DW-1	SERIOUS	116

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
774	N54527	052582	JONESBORO, GA	CESSNA	172P	NONE	150
775	N42102	051682	CHARLOTTE, NC	PIPER	J3C-65	NONE	236
776	N44740	050782	HIGH SPRINGS, FL	PIPER	PA-28	NONE	138
777	N38795	032182	BROWNSVILLE, CA	PIPER	PA-32R	NONE	66
778	N63331	032282	OXNARD, CA	CESSNA	150M	FATAL	68
779	N2374P	032082	FALL RIVER MILLS, CA	PIPER	PA-38	MINOR	64
780	N5298N	031482	LAKE TAHOE, CA	CESSNA	182	FATAL	58
781	N3461U	052282	MEDFORD, OR	CESSNA	182F	SERIOUS	318
782	N6319F	050682	WALLA WALLA, WA	CESSNA	182P	MINOR	380
783	N8617L	050382	GREENWOOD, MS	PIPER	PA-25-235	NONE	230
784	N82016	050182	CHANDLER, AZ	PIPER	PA-18-150	NONE	28
785	N2393B	050682	WILLCOX, AZ	PIPER	PA-38	NONE	30
786	N613C	050782	FORT LAUDERDALE, FL	CESSNA	T210M	MINOR	136
787	N4637F	052882	SEDONA, AZ	CESSNA	TP206A	NONE	40
788	N208B	051582	OSAGE BEECH, MO	BELL	47G-2	NONE	218
789	N4903J	050682	FRONT ROYAL, VA	PIPER	PA-28R-180	SERIOUS	372
790	N27006	051082	SOLDOTNA, AK	PIPER	J3C-75	NONE	12
791	N5513K	050982	CULKANA, AK	BELLANCA	7ECA	NONE	10
792	N6003M	051682	CHURCHVILLE, MD	BEECH	C23	MINOR	198
793	N94329	052082	COVE, OR	CESSNA	182QII	NONE	314
794	N4825B	012582	ANCHORAGE, AK	CESSNA	152II	MINOR	2
795	N5399B	051982	AINSWORTH, NE	CESSNA	152	NONE	246
796	N5792V	051582	PEACH SPRINGS VOR, AZ	BEECH	A23-19	MINOR	32
797	N6598M	051282	SAN FERNANDO, CA	CESSNA	152	NONE	90
798	N5265X	051482	WILLITS, CA	CITABRIA	7GCBC	NONE	92

File Order Listing - Issue No. 4, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
799	N900AA	050582	JONESBORO, TN	PIPER	PA-38-112	NONE	354
800	N7588G	051682	BUFORD, GA	CESSNA	150	MINOR	148

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 794 1/25/82 ANCHORAGE, AK A/C Reg. No. N4825B Time (Lcl) - 1313 AST

-----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	1	0
Pass	0	0	0	0
Other	0	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 100.0 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
HOMER, AK
Destination
FT. RICHARDSON, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SKY HARBOR/O'MALLEY
Runway Ident - 34
Runway Lth/Wid - 1800/ 70
Runway Surface - DIRT
Runway Status - SNOW - CRUSTED

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	32
Make/Model-	32
Instrument-	2
Last 24 Hrs -	3
Last 30 Days-	6
Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DESCENDING TO ABOUT 3000 FT THE STUDENT PILOT STATED THAT THE ENGINE STARTED SPUTTERING. SINCE THE FUEL GAGES READ EMPTY HE ATTEMPTED A LANDING AT SKY HARBOR/O'MALLEY AIRSTRIP BUT CAME IN HIGH ON THE INITIAL APPROACH. AS HE MANEUVERED FOR ANOTHER APPROACH HE ALLOWED THE AIRSPEED TO DIMINISH AND THE LANDING GEAR CONTACTED SOME TREES. THE AIRCRAFT PITCHED OVER ON ITS NOSE CAUSING IT TO STRIKE THE GROUND IN A NEAR VERTICAL ATTITUDE. THE PILOT STATED THAT HE ENTERED 4 HOURS AND 30 MINUTES OF FUEL ON BOARD ON HIS FLIGHT PLAN AND THAT HE THOUGHT THIS TO BE A CONSERVATIVE ESTIMATE. FUEL EXHAUSTION OCCURRED 1 HOUR AND 22 MINUTES AFTER DEPARTING HOMER, AK. THE PILOT STATED THAT HE VISUALLY CHECKED THE FUEL BEFORE DEPARTURE AND THAT THE TANKS WERE NOT QUITE FULL. HE VERIFIED THAT THE AIRCRAFT HAD BEEN FLOWN SINCE REFUELING BUT DID NOT OBTAIN THE CORRECT TOTAL FLIGHT TIME SINCE REFUELING.

Brief of Accident (Continued)

File No. - 794

1/25/82

ANCHORAGE, AK

A/C Reg. No. N4825B

Time (Lcl) - 1313 AST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

5. OBJECT - TREE(S)
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 624 3/27/82 ANCHORAGE, AK A/C Reg. No. N6817T Time (Lcl) - 1800 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 310D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4800
No. of Seats - 5

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

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

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

Weather Data

Wx Briefing - 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

MERRILL FIELD
Runway Ident - 24
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 280/003 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - C-310D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1585	Last 24 Hrs -	1
Make/Model-	651	Last 30 Days-	8
Instrument-	0	Last 90 Days-	15
Multi-Eng -	651		

Instrument Rating(s) - NONE

-----Narrative-----

JUST PRIOR TO THE MISHAP, MAINTENANCE ON THE AIRCRAFT HAD BEEN PERFORMED. THIS INCLUDED WORK ON THE CABIN HEATER IN THE NOSE WHEEL WELL AREA. AFTER TAKEOFF TO FERRY THE PLANE TO A NEARBY AIRPORT, THE NOSE WHEEL BECAME JAMMED AS THE GEAR WAS RETRACTED. THE MAIN GEAR COULD BE CYCLED BUT THE NOSE GEAR WOULD NOT EXTEND. WHILE LANDING WITH THE MAIN GEAR EXTENDED, THE NOSE SECTION AND PROPELLER TIPS WERE DAMAGED AS THE NOSE WAS LOWERED TO THE RUNWAY. AN EXAMINATION REVEALED THAT THE LEFT NOSE GEAR DOOR WAS PARTIALLY CLOSED AS THE NOSE GEAR RETRACTED. THE NOSE GEAR AND STRUT HAD CRUSHED THE DOOR INWARD AND UPWARD. THE CENTERING CAM/WHEEL STRAIGHTENER, THE UPPER NOSE WHEEL STEERING MECHANISM, AND THE GEAR RETRACT ARM MECHANISMS ON THE NOSE GEAR DOORS WERE WORN. ALSO, A LACK OF LUBRICATION WAS NOTED IN THE NOSE GEAR ASSEMBLY. THE AIRCRAFT HAD BEEN FLOWN APPROXIMATELY 15 HOURS SINCE THE LAST ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 624

3/27/82

ANCHORAGE, AK

A/C Reg. No. N6817T

Time (Lcl) - 1800 AST

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

Finding(s)

1. LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
2. LANDING GEAR, NOSE GEAR ASSEMBLY - WORN
3. DOOR, LANDING GEAR - WORN
4. 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
5. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
6. LANDING GEAR, NOSE GEAR - JAMMED
7. WHEELS UP LANDING - UNCONTROLLED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 661 4/11/82 MONTAGUE ISLAND, AK A/C Reg. No. N28582 Time (Lcl) - 0630 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	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	2
Accident Occurred During	-TAKEOFF		Other	0	0	0	0	0

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

Make/Model	- PIPER PA-32	Eng Make/Model	- LYCOMING IO-540-K1G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SEWARD, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed - 360/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2000 FT 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 - UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 7060	Last 24 Hrs - 2
SE LAND, SE SEA	Months Since - 8	Make/Model - 508	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 30
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TAKEOFF FROM MONTAGUE ISLAND, ALASKA, THE AIRCRAFT COLLIDED WITH SNOW AND WILLOWS BEYOND THE DEPARTURE END OF A SMALL STRIP AT MCCLEOD HARBOR. THE PILOT REPORTED THAT JUST AS HE STARTED TO ROTATE THE AIRCRAFT FOR TAKEOFF, THE RIGHT GEAR ENCOUNTERED A SOFT SPOT. AT THAT POINT, HE FELT IT WAS TOO LATE TO ABORT AS THE AIRCRAFT WOULD RUN INTO A DRY RIVER BED. THE PLANE MUSHED INTO THE SNOW AND WILLOWS BEYOND THE RIVER BED.

Brief of Accident (Continued)

File No. - 661

4/11/82

MONTAGUE ISLAND, AK

A/C Reg. No. N28582

Time (Lcl) - 0630 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - WET
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. STALL/MUSH - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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. - 601 4/29/82 BIRCHWOOD, AK A/C Reg. No. N57617 Time (Lcl) - 2204 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 150 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 - 60.0 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 - NIGHT (DARK)</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 BIRCHWOOD</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 4000 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 87</p> <p>Make/Model- 16</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 40</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING ONE TAKEOFF AND LANDING, THE PILOT ELECTED TO DO A SHORT FIELD TAKEOFF. HE HELD THE BRAKES AND APPLIED FULL THROTTLE. HIS RIGHT FOOT SLIPPED OFF THE RIGHT BRAKE AND THE AIRCRAFT TURNED SHARPLY TO THE LEFT. DURING THE TURN, THE AIRCRAFT WENT UP ON ITS RIGHT WING WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 601

4/29/82

BIRCHWOOD, AK

A/C Reg. No. N57617

Time (Lcl) - 2204 ADT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 791 5/09/82 CULKANA, AK A/C Reg. No. N5513K Time (Lcl) - 0830 ADT

-----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 - BELLANCA 7ECA
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
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/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- 195/015 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 3500 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

GLIDER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 241 Last 24 Hrs - 3

Make/Model- 222 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FLIGHT THE PILOT DESCENDED TO ABOUT 500 FEET AGL. CARBURETOR HEAT WAS NOT APPLIED. WHEN THE THROTTLE WAS ADVANCED THE ENGINE RPM DID NOT RESPOND. ATTEMPTS TO RESTORE POWER WERE UNSUCCESSFUL AND THE AIRCRAFT CAME TO REST INVERTED AFTER COLLIDING WITH TUNDRA.

Brief of Accident (Continued)

File No. - 791

5/09/82

CULKANA,AK

A/C Reg. No. N5513K

Time (Lc1) - 0830 ADT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
 3. FUEL SYSTEM,CARBURETOR - ICE
-

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) 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. - 790 5/10/82 SOLDOTNA, AK A/C Reg. No. N27006 Time (Lcl) - 1950 ADT

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

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

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

Make/Model - PIPER J3C-75	Eng Make/Model - CONTINENTAL A & C 75	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1220	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	KENAI, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RETURN	
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 476
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 99
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING DEPARTURE STALLS THE ELEVATOR LOCKED IN THE FULL UP POSITION. AFTER SEVERAL ATTEMPTS TO REGAIN CONTROL, IT WAS FOUND THAT PARTIAL CONTROL WAS POSSIBLE IN A POWER OFF DESCENDING TURN. THIS ATTITUDE WAS MAINTAINED UNTIL JUST PRIOR TO GROUND CONTACT WHEN THE AIRCRAFT WAS TRANSITIONED TO A LEVEL ATTITUDE BEFORE COLLIDING WITH TREES. AFTER THE ACCIDENT THE PILOT DISCOVERED A PAIR OF PLIERS WHICH HAD SLID INTO THE ELEVATOR BELLCRANK.

Brief of Accident (Continued)

File No. - 790

5/10/82

SOLDOTNA, AK

A/C Reg. No. N27006

Time (Lc1) - 1950 ADT

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - FOREIGN OBJECT
2. STALL - PERFORMED - PILOT IN COMMAND
3. FLT CONTROL SYST, ELEVATOR CONTROL - LOCKED

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 - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 731 4/17/82 EVERGREEN,AL

A/C Reg. No. N4008H

Time (Lcl) - 0615 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE
Crew
Pass
Other

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

Make/Model - AYRES CORPORATION S2R-600
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
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- 150/004 KTS
Visibility - 7.0 SM

Cloud Conditions(1st) - 1500 FT BROKEN
Cloud Conditions(2nd) - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MIDDLETOWN
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 - 32

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1458	Last 24 Hrs - 0
Make/Model- 175	Last 30 Days- UNK/NR
Instrument- 45	Last 90 Days- 147
Multi-Eng - 22	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT ABOUT 5 MINUTES AFTER TAKEOFF THE ENGINE SKIPPED ONCE, POPPED, THEN QUIT COMPLETELY WITH NO OTHER WARNING. THE AIRCRAFT WAS OVER A WOODED AREA AND WAS FORCED TO LAND IN THE TREES. IT WAS DETERMINED THAT THE AIRCRAFT WAS APPROXIMATELY 740 LBS ABOVE THE MAXIMUM AUTHORIZED GROSS WEIGHT AT TAKEOFF AND WAS OVERWEIGHT AT THE TIME OF THE ENGINE FAILURE. THE PILOT REPORTED THAT HE DUMPED HIS CHEMICAL LOAD PRIOR TO THE CRASH. ENGINE EXAMINATION REVEALED THAT THE LEFT MAGNETO DRIVE GEAR SHAFT, P/N 10538, SHEARED APPROXIMATELY ONE INCH AFT OF THE DRIVE GEAR. THE SHAFT IS NECESSARY TO DRIVE THE ENGINE DRIVEN FUEL PUMP AND THE LEFT MAGNETO.

Brief of Accident (Continued)

File No. - 731

4/17/82

EVERGREEN,AL

A/C Reg. No. N4008H

Time (Lc1) - 0615 CST

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL
 3. FUEL SYSTEM,PUMP - OTHER
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 629 3/01/82 MENA,AR A/C Reg. No. N50402 Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

INTERMOUNTAIN REGIONAL
Runway Ident - 35
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 368
Make/Model- 36
Instrument- 89
Multi-Eng - 8
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FLYING TO MAINTAIN PROFICIENCY. HE HAD NOT FLOWN THIS MAKE AND MODEL WITHIN THE LAST 90 DAYS, BUT HE HAD FLOWN ANOTHER TAILWHEEL EQUIPPED AIRCRAFT ON 12/4/81. WHILE LANDING, HE TOUCHED DOWN WHILE CORRECTING FOR A CROSSWIND, BUT THEN BELIEVED THAT HE MAY HAVE HAD A LEFT QUARTERING TAILWIND. DURING THE LANDING ROLL, TWO GUSTS OF WIND WERE ENCOUNTERED WHICH RAISED THE LEFT WING. THE AIRCRAFT THEN VEERED LEFT AND THE RIGHT WING STRUCK THE RUNWAY. THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY, A GEAR BOLT FAILED, AND THE PROPELLER CONTACTED THE GROUND. THE WIND WAS GUSTING UP TO ABOUT 14 KNOTS.

Brief of Accident (Continued)

File No. - 629

3/01/82

MENA, AR

A/C Reg. No. N50402

Time (Lc1) - 1630 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

8. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 645 1/17/82 SUNFLOWER,AZ A/C Reg. No. N7383S Time (Lcl) - 1200 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
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 - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470S
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- 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
FALCON FLD,AZ
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,SE SEA

Age - 52

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 705	Last 24 Hrs	- 1
Make/Model-	553	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD THROTTLED BACK BELOW CRUISE POWER TO SURVEY ONE OF HIS BUSINESS LOCATIONS. REPORTEDLY, HE MOVED THE THROTTLE FORWARD TO CLIMB, BUT WAS UNABLE TO GET FULL POWER. HE STATED THAT HE GRADUALLY LOST POWER AND AIRSPEED, AND EVENTUALLY, HE WAS UNABLE TO MANEUVER DUE TO THE PROXIMITY OF THE GROUND AND LOW AIRSPEED. THE AIRCRAFT STRUCK TREES AND CRASHED IN A WOODED, MOUNTAINOUS AREA AT AN ELEVATION OF ABOUT 6000 FT MSL. THE TEMPERATURE WAS ABOUT 55 DEGREES. THE PILOT SAID HE HAD EXTENSIVE EXPERIENCE FLYING IN MOUNTAINOUS TERRAIN AND THAT HE WOULD HAVE RECOGNIZED CARBURETOR ICE IF HE HAD ENCOUNTERED IT. HE STATED FURTHER THAT HE HAD THE CARBURETOR HEAT ON WHILE HE WAS MANEUVERING FOR THE EMERGENCY LANDING. THE ENGINE RAN NORMALLY DURING AN OPERATIONAL CHECK AFTER A FEW DAMAGED PARTS WERE REPLACED.

Brief of Accident (Continued)

File No. - 645

1/17/82

SUNFLOWER, AZ

A/C Reg. No. N7383S

Time (Lc1) - 1200 MST

Occurrence #1 LOSS OF POWER
Phase of Operation OTHER

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. 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)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH TERRAIN
5. OBJECT - TREE(S)

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

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

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. - 620 2/19/82 PHOENIX, AZ A/C Reg. No. N1527F Time (Lc1) - 1000 MST

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

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

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

Make/Model - BALLOON WORKS FIREFLY	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
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- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 101
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 101
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 5
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING IN A VACANT LOT WHEN THE LIGHT AND VARIABLE WIND SHIFTED AND STARTED BLOWING THE BALLOON TOWARD POWERLINES. JUST PRIOR TO THE WIND SHIFT, THE BALLOON WAS DESCENDING RAPIDLY. RATHER THAN MAKE A HARD LANDING, THE PILOT TRIED TO "BURN" HIS WAY OUT, BUT WAS UNABLE TO CLIMB FAST ENOUGH TO MISS THE WIRES. AFTER CONTACTING THE WIRES, THE SUSPENSION CABLES FROM THE BASKET TO THE ENVELOPE WERE BURNED IN TWO. THE BASKET AND OCCUPANTS FELL ABOUT 14 FT TO THE GROUND. ALSO, A POWERLINE WAS SEVERED BY ARCING.

Brief of Accident (Continued)

File No. - 620

2/19/82

PHOENIX, AZ

A/C Reg. No. N1527F

Time (Lcl) - 1000 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. ABORTED LANDING - INITIATED - PILOT IN COMMAND
 4. OBJECT - SOFT
-

Occurrence #2 FIRE/EXPLOSION
Phase of Operation LANDING

Finding(s)

5. BALLOON EQUIPMENT, SUSPENSION SYSTEM - BURNED
 6. BALLOON EQUIPMENT, BASKET - SEPARATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 613 3/02/82 CHANDLER, AZ A/C Reg. No. N38857 Time (Lcl) - 1330 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
Accident Occurred During -LANDING		Other	0	0	1
			0	0	0

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

Make/Model - PIPER J3F-65	Eng Make/Model - FRANKLIN 4AC-176BA2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1100	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	STELLAR AIRPARK
Wind Dir/Speed- 150/010 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 - VISUAL FULL CIRCUIT	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3310
SE LAND, ME LAND	Months Since - 1	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 1500
		Multi-Eng - 2200
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A DOWNWIND LEG OF THE TRAFFIC PATTERN, THE PILOT NOTICED A VERY LOUD GRINDING NOISE AS IF THE ENGINE WAS COMING APART. HE STATED THAT THE ENGINE RPM BECAME VERY HIGH. HE ATTEMPTED TO MANEUVER FOR A LANDING ON THE RUNWAY BUT ENTERED A HIGH SINK RATE. THE PILOT THEN REALIZED THAT HE WOULD BE UNABLE TO REACH THE RUNWAY AND ELECTED TO LAND BESIDE A ROAD. HE WAS UNABLE TO COMPLETELY STOP THE SINK RATE WHILE FLARING TO LAND. THE AIRCRAFT TOUCHED DOWN HARD, THE GEAR COLLAPSED, AND THE FUSELAGE FAILED. SUBSEQUENTLY, THE PROPELLER WAS FOUND IN THE VICINITY OF THE DOWNWIND LEG WHERE IT HAD SEPARATED FROM THE AIRCRAFT. THE PROPELLER HAD BEEN PREVIOUSLY REMOVED FROM THE AIRCRAFT WHILE IT WAS IN STORAGE TO PREVENT THE PLANE FROM BEING STOLEN. THE PILOT BELIEVED THAT THE PROPELLER WAS IMPROPERLY SECURED WHEN REINSTALLED.

Brief of Accident (Continued)

File No. - 613

3/02/82

CHANDLER,AZ

A/C Reg. No. N38857

Time (Lcl) - 1330 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
 2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

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

Finding(s)

3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 698 4/10/82 HOLBROOK,AZ

A/C Reg. No. N46125

Time (Lcl) - 0930 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

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

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/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- 090/005 KTS

Visibility - 90.0 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

ON AIRPORT

Airport Data

HOLBROOK MUNICIPAL

Runway Ident - 11

Runway Lth/Wid - 3300/ 140

Runway Surface - DIRT

Runway Status - SOFT

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - UNK/NR

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 - UNK/NR

Make/Model- 10

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 STUDENT PILOT WAS ON HIS FIRST SOLO FLIGHT. DURING THE FIRST TOUCHDOWN, THE AIRCRAFT BOUNCED TO THE RIGHT. THE STUDENT REPORTED THAT AFTER BOUNCING, THE AIRSPEED DETERIORATED AS THE AIRCRAFT FLOATED AND SETTLED TO THE RIGHT. THE AIRCRAFT STRUCK SAGEBRUSH AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 698

4/10/82

HOLBROOK, AZ

A/C Reg. No. N46125

Time (Lcl) - 0930 MST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

-----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) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 701 4/10/82 MESA, AZ

A/C Reg. No. N90736

Time (Lcl) - 1400 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

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

Make/Model - ROBINSON R-22

Landing Gear - SKID

Max Gross Wt - 1300

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 124 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 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

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, ATP, CFI

SE LAND, ME LAND, SE SEA

HELICOPTER

GLIDER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4104

Make/Model- 16

Instrument- 176

Multi-Eng - 1336

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 52

Rotorcraft - 86

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER LANDING IN A PRACTICE AREA THE INSTRUCTOR TOLD THE STUDENT TO PICK THE HELICOPTER UP TO A HOVER. THE AIRCRAFT LIFTED OFF THE GROUND TO APPROXIMATELY 5 FEET AND YAWED TO THE RIGHT 45 DEGREES. AS THE INSTRUCTOR APPLIED LEFT PEDAL AND LOWERED COLLECTIVE THE STUDENT APPLIED LEFT CYCLIC. BEFORE THE INSTRUCTOR COULD APPLY CORRECTIVE ACTION THE HELICOPTER'S LEFT SKID STRUCK THE GROUND AND THE AIRCRAFT ROLLED OVER.

Brief of Accident (Continued)

File No. - 701

4/10/82

MESA,AZ

A/C Reg. No. N90736

Time (Lc1) - 1400 MST

Occurrence ROLL OVER
Phase of Operation HOVER

Finding(s)

1. VERTICAL TAKEOFF - ATTEMPTED - DUAL STUDENT
 2. COLLECTIVE - EXCESSIVE - DUAL STUDENT
 3. CYCLIC - IMPROPER USE OF - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 784 5/01/82 CHANDLER,AZ A/C Reg. No. N82016 Time (Lcl) - 0935 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

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

ELT Installed/Activated - YES/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- 090/008 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 14000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MESA,AZ
Destination
CHANDLER,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

STELLER AIRPARK
Runway Ident - 17
Runway Lth/Wid - 3980/ 70
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 409
Make/Model- 2
Instrument- 38
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE PILOT STATED THAT A GUST OF WIND OR A DUST DEVIL PICKED UP THE LEFT WING AND TURNED THE AIRCRAFT TO THE RIGHT. THE AIRCRAFT DEPARTED THE RUNWAY AND WENT INTO A SMALL PLOWED FIELD COMING TO REST IN THE OPPOSITE DIRECTION OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 784

5/01/82

CHANDLER,AZ

A/C Reg. No. N82016

Time (Lc1) - 0935 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 TAIL GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, TAILWHEEL ASSEMBLY - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 785 5/06/82 WILLCOX,AZ A/C Reg. No. N2393B Time (Lc1) - 1215 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	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	- PIPER PA-38	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 112 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- IN PERSON	DOUGLAS,AZ		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	WILCOX,AZ	COCHISE COUNTY	
Wind Dir/Speed	- VARIABLE/006 KTS		Runway Ident	- 21
Visibility	- 50.0 SM	ATC/Airspace	Runway Lth/Wid	- 6100/ 75
Cloud Conditions(1st)	- NONE	Type of Flight Plan	- VFR	
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Approach Flown	- VISUAL FULL CIRCUIT	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total -	38
	Months Since - N/A	Make/Model-	38
	Aircraft Type - N/A	Instrument-	2
		Last 24 Hrs -	0
		Last 30 Days-	20
		Last 90 Days-	38

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ON FIRST SOLO CROSS-COUNTRY GROUND LOOPED DURING AN EN ROUTE LANDING. THE PILOT'S FLIGHT BAG HAD FALLEN OFF THE RIGHT SEAT AND LODGED ITSELF BETWEEN THE RUDDER PEDALS. RUDDER CONTROL WAS LOST.

Brief of Accident (Continued)

File No. - 785

5/06/82

WILLCOX,AZ

A/C Reg. No. N2393B

Time (Lc1) - 1215 MST

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

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - JAMMED
 2. RUDDER - NOT POSSIBLE - PILOT IN COMMAND
 3. TIE DOWN/SECURITY OF CARGO - IMPROPER - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. CONTROL INTERFERENCE - INADVERTENT -
 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) 2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 796 5/15/82 PEACH SPRINGS VOR,AZ A/C Reg. No. N5792V Time (Lcl) - 1020 MST

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

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

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

Make/Model - BEECH A23-19	Eng Make/Model - LYCOMING O-320-E2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BULLHEAD,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	RETURN	
Wind Dir/Speed- 110/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 65.0 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 - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 1	Make/Model- 400
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY AIR RACE THE AIRCRAFT FAILED TO CLEAR A RIDGELINE. THE PILOT STATED THAT WITH FULL THROTTLE AND ADEQUATE RPM'S THE AIRCRAFT WAS UNABLE TO CLIMB OUT OF A DOWNDRAFT AFTER HAVING FLOWN INTO A BOX CANYON.

Brief of Accident (Continued)

File No. - 796

5/15/82

PEACH SPRINGS VOR,AZ

A/C Reg. No. N5792V

Time (Lcl) - 1020 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 760 5/16/82 PRESCOTT, AZ A/C Reg. No. N7533B Time (Lcl) - 1243 MST

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

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

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

Make/Model	- AERONCA 7EC	Eng Make/Model	- CONTINENTAL 90-12F	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	- 3	Rated Power	- 90 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PRESCOTT MUNICIPAL
Wind Dir/Speed	- 200/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- 11
Cloud Conditions(1st)	- 4000 FT SCATTERED	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- 25000 FT SCATTERED	- NONE	- 4400/ 75
Obstructions to Vision	- NONE	Type Approach Flown	- ASPHALT
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 402	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 9	Make/Model - 6	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 91	Last 90 Days - 60
		Multi-Eng - 72	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING A WHEEL LANDING THE AIRCRAFT BOUNCED AND MADE A THREE POINT LANDING. AFTER CROSSING A RUNWAY INTERSECTION THE AIRCRAFT DEVELOPED A LEFT TURNING TENDENCY WHICH THE PILOTS STATED THEY COULD NOT CONTROL. THE AIRCRAFT RAN INTO A DITCH.

Brief of Accident (Continued)

File No. - 760

5/16/82

PRESCOTT, AZ

A/C Reg. No. N7533B

Time (Lcl) - 1243 MST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 768 5/20/82 FORT APACHE,AZ A/C Reg. No. N4567W Time (Lc1) - 0600 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 1	0	0	0
Accident Occurred During -MANEUVERING		Other 0	0	0	0

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

Make/Model - ROCKWELL 112TC	Eng Make/Model - LYCOMING T0-360-C1A6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LA CHOLLA,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FORT APACHE,AZ	WHITERIVER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 800
SE LAND	Months Since - 14	Make/Model- 40
	Aircraft Type - R-112TC	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO FLY BETWEEN TWO PARKED CAMPERS IN A LEFT WING LOW ATTITUDE BEFORE HITTING A PINE TREE. THE AIRCRAFT THEN WENT INTO AN INVERTED POSITION BEFORE CONTACTING THE GROUND ABOUT 300 YARDS FROM THE CAMPERS. INVESTIGATION REVEALED THAT THE PILOT HAD VISITED A DOCTOR ON THE DAY PREVIOUS TO THE ACCIDENT AND WAS ADVISED TO WEAR AN EYE PATCH AND CONSULT AN EYE DOCTOR.

Brief of Accident (Continued)

File No. - 768

5/20/82

FORT APACHE,AZ

A/C Reg. No. N4567W

Time (Lc1) - 0600 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation OTHER

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
 3. BUZZING - PERFORMED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 712 5/25/82 EHRENBURG,AZ A/C Reg. No. N70454 Time (Lcl) - 0730 MST

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

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

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

Make/Model	- CESSNA A188	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	BLYTHE,CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 135 -UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- 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 - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 2350	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 351	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 69	Last 90 Days- 39
		Multi-Eng - 60	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AS HE PULLED UP AT THE END OF A TRIM RUN IN ORDER TO MISS SOME ELECTRIC WIRES THE AIRCRAFT BEGAN TO SHUTTER. IT THEN ROLLED LEFT, RIGHT, AND BACK TO THE LEFT GOING ALMOST INVERTED BEFORE COMING TO REST IN A COTTON FIELD.

Brief of Accident (Continued)

File No. - 712

5/25/82

EHRENBERG,AZ

A/C Reg. No. N70454

Time (Lcl) - 0730 MST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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) 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. - 787 5/28/82 SEDONA,AZ A/C Reg. No. N4637F Time (Lcl) - 1805 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA TP206A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PRESCOTT,AZ
Destination
SEDONA,AZ

Airport Proximity
ON AIRPORT

Airport Data

SEDONA
Runway Ident - 03
Runway Lth/Wid - 5135/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	- 1199	Last 24 Hrs -	3
Make/Model-	451	Last 30 Days-	UNK/NR
Instrument-	235	Last 90 Days-	22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TOUCHDOWN THE AIRCRAFT STARTED TO PORPOISE. THE PILOT ELECTED TO GO-AROUND AND ADDED POWER HOWEVER THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND CAME TO REST NOSE DOWN IN THE DIRT.

Brief of Accident (Continued)

File No. - 787

5/28/82

SEDONA, AZ

A/C Reg. No. N4637F

Time (Lcl) - 1805 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

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

Occurrence #2 NOSE DOWN
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) 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. - 735 5/28/82 ROOSEVELT, AZ A/C Reg. No. N9316D Time (Lcl) - 1300 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	3
Accident Occurred During -LANDING		Other	0	0	0	0

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470	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 - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PHOENIX, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ROOSEVELT, AZ	GRAPEVINE
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 170
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 510
SE LAND	Months Since - 21	Make/Model- 130
	Aircraft Type - UNK/NR	Instrument- 61
		Multi-Eng - 4
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING HE ELECTED TO INITIATE A GO-AROUND BUT FAILED TO CLEAR A FENCE. ACCORDING TO THE PILOT THE TEMPERATURE WAS 90 DEGREES FAHRENHEIT WITH A DENSITY ALTITUDE OF 5,100 FT.

Brief of Accident (Continued)

File No. - 735

5/28/82

ROOSEVELT, AZ

A/C Reg. No. N9316D

Time (Lcl) - 1300 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. GO-AROUND - DELAYED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. OBJECT - FENCE
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) 1,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 605 1/06/82 NEAR BAKERSFIELD, CA A/C Reg. No. N59737 Time (Lcl) - 1045 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BOEING A75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- VARIABLE-UNK/NR

Visibility - .250 SM

Cloud Conditions(1st) - 100 FT OBSCURED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DELANO, CA

Destination

LAS VEGAS, NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

HELICOPTER

GLIDER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 12765

Make/Model- 195

Instrument- 1450

Multi-Eng - 10950

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 183

Rotorcraft - 50

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT WAS ENROUTE TO LAS VEGAS, NEVADA FOR A BANNER TOWING OPERATION. AS HE PROCEEDED EASTBOUND ALONG HIGHWAY 58, HE ENCOUNTERED FOG THAT WAS FORMING IN THE TEHACHAPI FOOTHILLS. HE INITIATED A 180 DEGREE TURN TO GO BACK, BUT INADVERTENTLY ENTERED IFR CONDITIONS. THE PILOT STATED THAT HE BECAME SPATIALLY DISORIENTED AND DESCENDED AS SLOWLY AS HE COULD, BUT THE AIRCRAFT STRUCK THE SIDE OF A HILL.

Brief of Accident (Continued)

File No. - 605

1/06/82

NEAR BAKERSFIELD,CA

A/C Reg. No. N59737

Time (Lc1) - 1045 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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. - 646 1/10/82 MOJAVE,CA A/C Reg. No. N26440 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 -MANEUVERING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

0

Minor

1

3

0

None

0

0

0

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

Make/Model - CESSNA TU206F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520C
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- 280/007 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - 1200 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VISALIA,CA

Destination

MOJAVE,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2400

Make/Model- 160

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE DEPARTED ON THE FLIGHT FOR THE PURPOSE OF MEETING WITH REALTORS. THE MEETING CONCERNED A PARCEL OF LAND. THE PILOT SAID HE WAS CIRCLING THE LAND AT 500 TO 700 FT AGL WHEN HE EXPERIENCED A COMPLETE LOSS OF POWER AND ATTEMPTED A FORCED LANDING IN THE FIELD THAT HE WAS CIRCLING. HE STATED IT BECAME APPARENT THAT THE AIRCRAFT WOULD STRIKE TREES DURING THE ROLL OUT, IF HE CONTINUED, SO HE ATTEMPTED TO FLY OVER THE TREES AND LAND ON A ROAD WHICH WAS BEYOND. A GROUND WITNESS OBSERVED THE AIRCRAFT CIRCLING WHEN IT SUDDENLY LOST ALTITUDE. HE STATED THE AIRCRAFT CAME WITHIN A FEW FEET OF THE SURFACE WHEN HE HEARD A LOUD SURGE OF POWER AND THEN THE AIRCRAFT FLEW THROUGH A ROW OF TREES. A PASSENGER REPORTED HEARING THE ENGINE SPUTTER AND SAID THEY TRIED TO LAND ON A ROAD, BUT COULD NOT STOP IN TIME TO AVOID TREES, SO TOOK OFF AGAIN. THE AIRCRAFT CAME TO REST INVERTED ON A ROAD ABOUT 1/4 MILE FROM THE TREES. AN EXAMINATION REVEALED NO PREIMPACT MALFUNCTION. THE PROP BLADES HAD EXTENSIVE CORDWISE SCRATCHES.

Brief of Accident (Continued)

File No. - 646

1/10/82

MOJAVE, CA

A/C Reg. No. N2644Q

Time (Lcl) - 1300 PST

Occurrence LOSS OF POWER
Phase of Operation LANDING

Finding(s)
1. OBJECT - TREE(S)
2. UNDETERMINED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 692 1/22/82 LANCASTER, CA A/C Reg. No. N13JL Time (Lcl) - 1459 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - SONS MUSTANG II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-360D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 210 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- 230/011 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLIAM FOX,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND,SE SEA,ME SEA

Age - 32

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	- 488	Last 24 Hrs	- UNK/NR
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	0
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO DEMONSTRATE THE AIRCRAFT TO A PROSPECTIVE BUYER. ABOUT 20 TO 30 MINUTES AFTER TAKEOFF, WITNESSES OBSERVED THE AIRCRAFT IN A CIRCLING DESCENT. AT 500 TO 700 FT AGL, THE DESCENT ANGLE SUDDENLY INCREASED TO NEARLY VERTICAL AND THE PLANE CRASHED. ONE WITNESS NOTED A CONSPICUOUS ABSENCE OF ENGINE NOISE. AN INVESTIGATION REVEALED THAT THE SHAFT ON THE FUEL SELECTOR VALVE WAS BROKEN BETWEEN THE SELECTOR HANDLE AND THE INTERNAL MECHANISM OF THE VALVE. THERE WAS EVIDENCE THAT THE SHAFT HAD BEEN PARTIALLY BROKEN FOR SOME TIME PRIOR TO THE ACCIDENT. TRACES OF FUEL WERE EVIDENT AT THE LEFT AND RIGHT INLET PORTS TO THE VALVE. HOWEVER, NO FUEL WAS EVIDENT IN THE FUEL SYSTEM, FORWARD FROM THE FUEL SELECTOR. A TEARDOWN DISCLOSED THAT THE FUEL SELECTOR VALVE WAS IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 692

1/22/82

LANCASTER, CA

A/C Reg. No. N13JL

Time (Lcl) - 1459 PST

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - UNDETERMINED
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 606 1/28/82 FOWLER,CA A/C Reg. No. N6594U Time (Lcl) - 1000 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
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

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

ELT Installed/Activated - YES/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- 360/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 2000 FT UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTERVILLE,CA
Destination
FOWLER,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TURNER FIELD
Runway Ident - 27
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - DIRT
Runway Status - WET

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

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE 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 - 1100
Make/Model- 1100
Instrument- 16
Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ESTIMATED THAT HE LANDED ABOUT 400 FT PAST THE THRESHOLD ON A RUNWAY THAT WAS MUDDY. HE FOUND THE BRAKING WAS INSUFFICIENT AND STARTED A GO-AROUND. HOWEVER, HE QUICKLY REALIZED THAT HE WOULD NOT HAVE FLYING SPEED BEFORE REACHING THE END OF THE RUNWAY. HE ABORTED THE GO-AROUND AND THE AIRCRAFT STRUCK SEVERAL JUNKED CARS AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 606

1/28/82

FOWLER,CA

A/C Reg. No. N6594U

Time (Lcl) - 1000 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. TERRAIN CONDITION - WET
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT -- VEHICLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 665 1/30/82 REDDING,CA

A/C Reg. No. N1669E

Time (Lcl) - 0800 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 3

Eng Make/Model - CONTINENTAL A-65
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/008 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REDDING,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BENTON AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - N/A
Runway Status - N/A

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
Make/Model- 15
Instrument- 167
Multi-Eng - 120
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 185
Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PILOT HAND PROPPED THE AIRCRAFT TO START THE ENGINE, IT BEGAN ROLLING AND STRUCK CESSNA 206, N732TQ.

Brief of Accident (Continued)

File No. - 665

1/30/82

REDDING, CA

A/C Reg. No. N1669E

Time (Lcl) - 0800 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 619 2/11/82 VALLEY HOME,CA A/C Reg. No. N6659Q Time (Lcl) - 1630 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage							
	DESTROYED		Fatal	Serious	Minor	None		
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING		Other	0	0	0	0		

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R985-AN-1	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6075	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	ON AIRSTRIP
Method - N/A	TREMBLE RANCH,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TREMBLE RANCH
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - CONTACT	Runway Status - UNK/NR
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 - 2590
SE LAND,ME LAND	Months Since - 11	Make/Model- 160
	Aircraft Type - UNK/NR	Instrument- 10
GLIDER		
Instrument Rating(s) - NONE		

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THERE WAS A PARTIAL LOSS OF ENGINE POWER AND THE AIRCRAFT SETTLED BACK TO THE GROUND. THE AIRCRAFT TOUCHED DOWN ON SOFT TERRAIN ABOUT 1/4 MILE FROM THE RUNWAY AND FLIPPED OVER. THE AIRCRAFT CAUGHT ON FIRE AND BURNED WHILE IT WAS BEING MOVED AFTER THE ACCIDENT. REPORTEDLY, FUEL HAD BECOME TRAPPED IN THE FUSELAGE AND THE BATTERY HAD NOT BEEN DISCONNECTED. AN EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF A MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 619

2/11/82

VALLEY HOME, CA

A/C Reg. No. N6659Q

Time (Lc1) - 1630 PST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - 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. - 612 3/09/82 SAN CARLOS, CA A/C Reg. No. N3564E Time (Lcl) - 1310 PST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING D-320-H2AD	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 - 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- 070/005 KTS</p> <p>Visibility - 4.0 SM</p> <p>Cloud Conditions(1st) - 2900 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 10000 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>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 - TOWER</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SAN CARLOS</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 2600/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 18	Make/Model- 117
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE ACCIDENT OCCURRED AFTER THE AIRCRAFT VEERED RIGHT DURING A LANDING AND THE PILOT OPTED TO GO-AROUND. THE PILOT DID NOT PROVIDE ADDITIONAL INFORMATION CONCERNING THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 612

3/09/82

SAN CARLOS, CA

A/C Reg. No. N3564E

Time (Lc1) - 1310 PST

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

Finding(s)

1. AIRPLANE HANDLING - 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. - 780 3/14/82 LAKE TAHOE, CA A/C Reg. No. N5298N Time (Lcl) - 1750 PST

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	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 - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAN JOSE, CA	
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 9200 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - FREEZING DRIZZLE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 520
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 450
		Instrument- UNK/NR
		Multi-Eng - 50
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PILOT WHO LANDED PRIOR TO THE DEPARTURE OF N5298N STATED THAT HIS AIRCRAFT HAD ACCUMULATED 1/4 INCH OF AIRFRAME ICE WHILE OVER THE LTA VOR. AN EMPLOYEE OF LAKE TAHOE AVIATION FUELING SERVICE INFORMED THE PILOT OF N5298N OF THESE WEATHER CONDITIONS AND ICE ACCUMULATION ON THE CESSNA P210 THAT HAD JUST LANDED. AFTER DEPARTURE THE PILOT OF N5298N REPORTED ENTERING IMC AT APPROXIMATELY 12,000 FEET. HE REQUESTED AN IFR FLIGHT PLAN FROM SACRAMENTO FLIGHT SERVICE BUT WAS TOLD TO STANDBY FOR A MOMENT. FURTHER COMMUNICATION WAS NOT ESTABLISHED. ON MARCH 21, 1982 THE AIRCRAFT WAS SPOTTED AT THE 13,600-FOOT LEVEL OF A MOUNTAIN PEAK.

Brief of Accident (Continued)

File No. - 780

3/14/82

LAKE TAHOE, CA

A/C Reg. No. N5298N

Time (Lcl) - 1750 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. PROPER ALTITUDE - 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) 2,4,5

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. - 650 3/16/82 12 N.E. BURBANK, CA A/C Reg. No. N98546 Time (Lcl) - 2337 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 340A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520N
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

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

-----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 - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
VAN NUYS, CA
Destination
LAS VEGAS, CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
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, ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-340

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 759
Make/Model- 341
Instrument- UNK/NR
Multi-Eng - 341
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE PILOT WAS CLEARED TO PROCEED ON AN IFR FLIGHT PLAN. AFTER BEING CLEARED TO 15,000 FT MSL, HE REPORTED HAVING TROUBLE MAINTAINING HIS AIRSPEED AND SUBSEQUENTLY DECLARED AN EMERGENCY. SHORTLY AFTER THAT, RADAR CONTACT WAS LOST. THE AIRCRAFT IMPACTED AT NIGHT NEAR THE TOP OF A MOUNTAIN RIDGE AT ABOUT 4700 FT MSL. THE WRECKAGE WAS DEMOLISHED AND SCATTERED OVER A LARGE AREA, BUT THERE WAS NO EVIDENCE OF AN INFLIGHT BREAKUP. SOME PARTS OF THE WRECKAGE (INCLUDING THE RIGHT ENGINE) WERE NOT FOUND ON THE SNOW COVERED TERRAIN. THE WEATHER FORECAST CALLED FOR: THUNDERSTORMS IN LINES, MOUNTAINS OBSCURED, MODERATE AND OCCASIONALLY SEVERE TURBULENCE BELOW 20,000 FT, OCCASIONAL MODERATE ICING IN CLOUDS AND IN PRECIPITATION FROM THE FREEZING LEVEL (3000 FT) TO 20,000 FT. THE AIRCRAFT WAS NOT CERTIFIED FOR FLIGHT IN KNOWN ICING CONDITIONS.

Brief of Accident (Continued)

File No. - 650

3/16/82

12 N.E. BURBANK, CA

A/C Reg. No. N98546

Time (Lc1) - 2337 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - ICING CONDITIONS
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
6. WING - ICE

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

Finding(s)

7. WEATHER CONDITION - LOW CEILING
8. TERRAIN CONDITION - HIGH TERRAIN
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 671 3/20/82 SAN FERNANDO, CA A/C Reg. No. N2952X Time (Lcl) - 1310 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

ON GROUND

Fatal

0

0

0

Injuries

Serious

1

0

1

Minor

0

0

3

None

0

0

0

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
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- 110/005 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
LOS ANGELES, CA
Destination
SAN FERNANDO, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 19
Runway Lth/Wid - 2280/ 50
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 - 43
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 280
Last 24 Hrs - UNK/NR
Make/Model- 7
Last 30 Days- UNK/NR
Instrument- 5
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD RECEIVED A TWO HOUR CHECK-OUT IN HIS RECENTLY PURCHASED AIRCRAFT. HE HAD ABOUT 6 TO 7 HOURS OF FLYING TIME IN THIS AIRCRAFT. THE ACCIDENT OCCURRED DURING HIS SECOND SOLO FLIGHT AFTER CHECK-OUT. AFTER ARRIVING AT THE AIRPORT, THE PILOT MADE A GO-AROUND ON HIS FIRST APPROACH FOR LANDING. ON HIS SECOND APPROACH, HE CAME IN HIGH AND LONG. AFTER TOUCHDOWN, THE AIRCRAFT BOUNCED SEVERAL TIMES, THEN AN AUDIBLE INCREASE IN POWER WAS HEARD. THE AIRCRAFT WALLowed OFF THE RUNWAY IN A NOSE HIGH ATTITUDE. SUBSEQUENTLY, IT STRUCK A FLAGPOLE, A FENCE, AND A TRAFFIC SIGNAL. AN EXPLOSION OCCURRED AND A FIRE ERUPTED BEFORE THE AIRCRAFT CAME TO REST AT A STREET INTERSECTION. FOUR CHILDREN WERE SITTING ON A ROCK NEAR THE CRASH SITE. ONE WAS STRUCK BY AN UNDETERMINED OBJECT AND HOSPITALIZED. THE OTHER THREE RECEIVED MINOR SCRATCHES WHILE SCRAMBLING OUT OF THE WAY. FLIGHT CONTROL CONTINUITY WAS VERIFIED.

Brief of Accident (Continued)

File No. - 671

3/20/82

SAN FERNANDO, CA

A/C Reg. No. N2952X

Time (Lcl) - 1310 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. LEVEL OFF - IMPROPER - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
9. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

11. OBJECT - UTILITY POLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 779 3/20/82 FALL RIVER MILLS, CA A/C Reg. No. N2374P Time (Lcl) - 1430 PST

-----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	0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	2
			Other	0	0	0

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

Make/Model	- PIPER PA-38	Eng Make/Model	- LYCOMING O-235-L2	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	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- 035 -UNK/NR</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	---	--

-----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 - YES	Total - 250
SE LAND	Months Since - 7	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO RETURN TO HIS DEPARTURE AIRPORT WHEN THE AIRCRAFT WOULD NOT CLIMB. THE AIRCRAFT CONTINUED TO LOOSE ALTITUDE AFTER A 180 DEGREE TURN, THE AIRCRAFT CRASHED INTO TREES. EXAMINATION OF THE AIRCRAFT ENGINE DID NOT REVEAL ANY PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 779

3/20/82

FALL RIVER MILLS, CA

A/C Reg. No. N2374P

Time (Lc1) - 1430 PST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. UNDETERMINED
 3. CARBURETOR HEAT - 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 - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 777 3/21/82 BROWNSVILLE, CA A/C Reg. No. N38795 Time (Lcl) - 1015 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	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-32R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 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- CALM
Visibility - 40.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NAPA, CA
Destination
BROWNSVILLE, CA

Airport Proximity
ON AIRPORT

Airport Data
BROWNSVILLE

Runway Ident - 06
Runway Lth/Wid - 2700 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 38
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 289 Last 24 Hrs - 3
Make/Model- 169 Last 30 Days- UNK/NR
Instrument- 6 Last 90 Days- 106

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT DID NOT TOUCHDOWN UNTIL HALFWAY DOWN THE RUNWAY AND HE THEN APPLIED TOO MUCH LEFT BRAKE RESULTING IN THE AIRCRAFT RUNNING OFF THE LEFT SIDE OF THE RUNWAY. BEFORE COMING TO A STOP THE LEFT LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 777

3/21/82

BROWNSVILLE, CA

A/C Reg. No. N38795

Time (Lcl) - 1015 PST

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 778 3/22/82 OXNARD, CA A/C Reg. No. N63331 Time (Lcl) - 1855 PST

-----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 - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

Fire
NONE

Crew 1
Pass 0
Other 0

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

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

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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- 280/002 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SANTA MARIA, CA
Destination
HAWTHORNE, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VENTURA COUNTY AIRPORT
Runway Ident - 07
Runway Lth/Wid - 5950-N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 62
Make/Model- 62
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED HAWTHORNE, CA AT APPROXIMATELY 1000 PST ON A SOLO CROSS-COUNTRY FLIGHT TO PORTERVILLE, CA AND RETURN. DURING THE FLIGHT THE PILOT BECAME LOST AND LANDED AT VISALIA, CA. WHILE THERE HE OBTAINED FUEL AND DIRECTIONS TO PORTERVILLE AND DEPARTED. HE ARRIVED AT PORTERVILLE AT APPROXIMATELY 1420 PST, MET A FRIEND ON A SIMILAR FLIGHT AND BOTH AIRCRAFT DEPARTED AT 1455 PST. THEY ARRIVED AT LOMPOC, CA AT 1715 PST WHERE THE FIRST PILOT DECIDED TO FLY BACK TO SANTA MARIA, CA TO PURCHASE FUEL. AFTER LANDING AND PURCHASING FUEL THE AIRCRAFT DEPARTED ON A VFR FLIGHT PLAN AT APPROXIMATELY 1720 PST WITH HAWTHORNE, CA AS THE DESTINATION. AT 1855 PST, THE AIRCRAFT CRASHED APPROACHING THE THRESHOLD OF RUNWAY 07 AT THE VENTURA COUNTY AIRPORT, OXNARD, CA. THE TOXICOLOGY REPORT ON THE PILOT SHOWED A 48% CARBON MONOXIDE SATURATION IN HIS BLOOD CONTAINING 9.4% HEMOGLOBIN. THE EXHAUST SYSTEM WAS INSPECTED AND THE LEFT HAND MUFFLER SHOWED SIGNS OF INTERNAL LEAKAGE INTO THE CABIN HEATER SYSTEM.

Brief of Accident (Continued)

File No. - 778

3/22/82

OXNARD, CA

A/C Reg. No. N63331

Time.(Lc1) - 1855 PST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(CARBON MONOXIDE) - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

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) 2,4

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. - 602 3/26/82 YUBA CITY, CA

A/C Reg. No. N69646

Time (Lcl) - 1515 PST

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

Type Operating Certificate-AIR CARRIER

ON-DEMAND AIR TAXI

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 -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Fire

NONE

Accident Occurred During -LANDING

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

Make/Model - CESSNA 310Q

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5300

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 260 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/009 KTS

Visibility - 25.0 SM

Cloud Conditions(1st) - 3500 FT BROKEN

Cloud Conditions(2nd) - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VISALIA, CA

Destination

YUBA CITY, CA

Airport Proximity

ON AIRPORT

Airport Data

SUTTER COUNTY

Runway Ident - 17

Runway Lth/Wid - 3040/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Approach Flown - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10369

Make/Model- 1520

Instrument- 1510

Multi-Eng - 5570

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE FORGOT TO PUT THE GEAR DOWN BEFORE LANDING.

Brief of Accident (Continued)

File No. - 602

3/26/82

YUBA CITY, CA

A/C Reg. No. N69646

Time (Lcl) - 1515 PST

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

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 660 4/10/82 SANTA MONICA, CA A/C Reg. No. N2588D Time (Lcl) - 1000 PST

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

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

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

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 2	Rated Power	- 112 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- 230/009 KTS</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SANTA MONICA</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4987/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - UNK/NR</p>
--	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 22</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 11</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>11</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>UNK/NR</td> <td>Last 90 Days-</td> <td>11</td> </tr> <tr> <td>Multi-Eng</td> <td>- UNK/NR</td> <td>Rotorcraft</td> <td>- UNK/NR</td> </tr> </table>	Total	- 11	Last 24 Hrs	- 1	Make/Model-	11	Last 30 Days-	UNK/NR	Instrument-	UNK/NR	Last 90 Days-	11	Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR
Total	- 11	Last 24 Hrs	- 1															
Make/Model-	11	Last 30 Days-	UNK/NR															
Instrument-	UNK/NR	Last 90 Days-	11															
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR															

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE STUDENT PILOT ALLOWED THE AIRCRAFT TO BOUNCE. AFTER ABOUT THE THIRD BOUNCE, THE NOSE GEAR BUCKLED AND THE AIRCRAFT SKIDDED OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 660

4/10/82

SANTA MONICA, CA

A/C Reg. No. N2588D

Time (Lc1) - 1000 PST

Occurrence HARD LANDING
Phase of Operation LANDING

Finding(s)

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

-----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. - 695 4/15/82 TULARE, CA

A/C Reg. No. N6KS

Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SCHLEICHER ASW-20
Landing Gear - N/A
Max Gross Wt - 1001
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - 4500 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TULARE 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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - SGS2-33

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

Total	-	735	Last 24 Hrs -	0
Make/Model-	231	Last 30 Days-	5	
Instrument-	0	Last 90 Days-	13	

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RELEASING FROM THE TOW AIRCRAFT, THE GLIDER PILOT PROCEEDED TO GAIN ALTITUDE IN A THERMAL ALONG WITH OTHER SAILPLANES. AT AN ALTITUDE OF ABOUT 4000 FT MSL, A COLLISION OCCURRED WITH ONE OF THE OTHER SAILPLANES. ABOUT 9 FT OF THE LEFT WING SEPARATED AND THE PLANE WENT OUT OF CONTROL. THE PILOT FAILED TO RELEASE THE CANOPY, BUT WAS ABLE TO FREE HIMSELF FROM THE PLANE. REPORTEDLY, HE HAD SUFFICIENT TIME AND ALTITUDE TO OPEN HIS PARACHUTE, BUT THE CHUTE DID NOT OPEN. AN EXAMINATION OF THE PARACHUTE REVEALED THAT THE RIP CHORD WAS EXTENDED WITH PINS FREE OF THE BACK PACK RETAINERS. THE PILOT CHUTE WAS DEPLOYED ALONG WITH A SMALL PORTION OF THE MAIN CHUTE. THE PILOT OF THE OTHER GLIDER BAILED OUT SUCCESSFULLY.

Brief of Accident (Continued)

File No. - 695

4/15/82

TULARE,CA

A/C Reg. No. N6KS

Time (Lcl) - 1330 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

Finding(s)
3. WING - SEPARATION

Occurrence #3 MISCELLANEOUS/OTHER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. EMERGENCY PROCEDURE - IMPROPER - 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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 695 4/15/82 TULARE, CA

A/C Reg. No. N161SS

Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BURKHART GROB FLUGZEUGBA SPEED Eng Make/Model - N/A
Landing Gear - N/A Number Engines - N/A
Max Gross Wt - 1160 Engine Type - N/A
No. of Seats - 1 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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- UNK/NR

Visibility - 10.0 SM

ATC/Airspace

Cloud Conditions(1st) - 4500 FT SCATTERED Type of Flight Plan - NONE
Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE
Obstructions to Vision- NONE Type Approach Flown - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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

Pilot-In-Command

Age - 58

Medical Certificate - NO MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - UNK/NR

Last 24 Hrs - 0

SE LAND

Months Since - 32

Make/Model- 23

Last 30 Days- UNK/NR

GLIDER

Aircraft Type - SGS2-33

Instrument- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PILOT ENTERED A THERMAL WITH THREE OTHER SAILPLANES AND BEGAN TO CLIMB. TWO OF THE SAILPLANES WERE ABOUT 1000 FT BELOW HIM AND THE OTHER PLANE WAS ABOUT 500 FT ABOVE. AS THE PILOT WAS CLIMBING TO ABOUT 4000 FT MSL, HE LOST SIGHT TO THE SAILPLANE ABOVE HIM AND ELECTED TO LEAVE THE THERMAL. AS HE WAS PREPARING TO LEAVE, HE SAW THE OTHER PLANE ON A COLLISION COURSE. HE TOOK EVASIVE ACTION, BUT WAS TOO LATE. THE RIGHT WING OF HIS PLANE STRUCK THE LEFT WING OF N6KS. ABOUT 10 FT OF THE RIGHT WING SEPARATED AND THE PLANE WENT OUT OF CONTROL. THE PILOT BAILED OUT SUCCESSFULLY AND THE GLIDER CAME TO REST UPRIGHT IN AN OPEN FIELD. THE PILOT OF THE OTHER GLIDER MANAGED TO BAIL OUT, BUT HIS PARACHUTE DID NOT OPEN.

Brief of Accident (Continued)

File No. - 695

4/15/82

TULARE, CA

A/C Reg. No. N161SS

Time (Lc1) - 1330 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

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

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

Finding(s)

3. WING - SEPARATION
-

Occurrence #3 MISCELLANEOUS/OTHER
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 683 4/17/82 N. SOUTH LAKE TAHOE, CA A/C Reg. No. N3972Y Time (Lc1) - 1400 PST

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

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

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

Make/Model - CESSNA 210D	Eng Make/Model - CONTINENTAL IO-520-A	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 - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUSA, CA	Runway Ident - N/A
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 800
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - C-210	Make/Model- 200
		Instrument- UNK/NR
		Last 30 Days- 5
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PILOT MADE A NORMAL CLIMB TO ABOUT 8500 FT. HE THEN NOTICED INDICATIONS OF HIGHER THAN NORMAL EGT AND FUEL PRESSURE AND A LOWER THAN NORMAL FUEL FLOW. THE PILOT REPORTED THAT HE HAD LEVELED OFF AND THROTTLED BACK WHEN THE ENGINE BEGAN TO SPUTTER. HE NOTICED A SLIGHT RPM LOSS WITH THE SAME FUEL PRESSURE AND FLOW READINGS. HE ELECTED TO RETURN TO THE SOUTH LAKE TAHOE AIRPORT. WHILE RETURNING, THERE WAS AN ADDITIONAL LOSS OF POWER AND THE AIRCRAFT WAS SUBSEQUENTLY DITCHED IN LAKE TAHOE. THE PILOT AND PASSENGER EGRESSED THROUGH A SIDE WINDOW AND SWAM TO SHORE. THE AIRCRAFT WAS RETRIEVED FROM THE LAKE. THE ENGINE WAS INSPECTED, AND AFTER MINOR REPAIRS, IT OPERATED NORMALLY USING THE AIRCRAFT'S FUEL SYSTEM. THE FUEL BOOST PUMP COULD NOT BE TESTED DUE TO IMPACT DAMAGE. THE MAGNETOS TESTED SATISFACTORILY. THE SPARK PLUGS WERE TOO RUSTY TO CHECK; THEREFORE, OTHER PLUGS WERE USED FOR THE ENGINE RUN.

Brief of Accident (Continued)

File No. - 683

4/17/82

N. SOUTH LAKE TAHOE, CA

A/C Reg. No. N3972Y

Time (Lcl) - 1400 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 664 4/17/82 PERRIS, CA A/C Reg. No. N9043E Time (Lcl) - 1201 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	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	1
Accident Occurred During - TAKEOFF		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	OFF AIRPORT/STRIP
Method - N/A	PERRIS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELSINORE, CA	PERRIS VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND, ME LAND	Months Since - 6	Make/Model- 60
	Aircraft Type - R-22	Instrument- 1600
		Multi-Eng - 1000
		Last 24 Hrs - 4
		Last 30 Days- 5
		Last 90 Days- 5
		Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REFUELING WITH 12.9 GALLONS OF FUEL, THE PILOT TOOK OFF WITH ONE PASSENGER ON BOARD. THE PILOT STATED THAT AFTER LIFTING OFF WITH 104% PRM, HE BEGAN A NORMAL SHALLOW TAKEOFF WITH 25 INCHES OF MANIFOLD PRESSURE. HE REPORTED REACHING ABOUT 75 FT AGL AND 50 KTS WHEN HE NOTICED THE ROTOR AND ENGINE SPEED STARTED DROPPING TO APPROXIMATELY 100 RPM. HE STATED THAT MORE POWER WAS APPLIED BUT THE RPM CONTINUED TO DECREASE. HE STOPPED CLIMBING, LOWERED THE COLLECTIVE, AND BEGAN DESCENDING. SUBSEQUENTLY, THE HELICOPTER TOUCHED DOWN WHILE STILL TRAVELING AT ABOUT 15 KTS WITH ABOUT 85% RPM. THE MAIN ROTOR SEVERED THE TAIL CONE AND THE HELICOPTER WENT OVER ON ITS NOSE AND TO THE RIGHT. THE DENSITY ALTITUDE WAS ABOUT 2800 FT. DURING THE INVESTIGATION, AN INSPECTION AND OPERATIONAL CHECK OF THE ENGINE REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 664

4/17/82

PERRIS, CA

A/C Reg. No. N9043E

Time (Lcl) - 1201 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 4. TERRAIN CONDITION - GROUND
-

----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. - 654 4/28/82 MODESTO, CA A/C Reg. No. N1105C Time (Lcl) - 1710 PDT

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

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

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

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	HARRY SHAM FIELD
Wind Dir/Speed- 320/015 KTS	ATC/Airspace	Runway Ident - 28L
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3459/ 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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 201
SE LAND	Months Since - 23	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 12
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING TOUCH AND GO LANDINGS WITH A RIGHT QUARTERING HEADWIND THAT WAS GUSTING TO 20 KTS. ON THE SECOND LANDING, THE AIRCRAFT BALLOONED AND BEGAN TO PORPOISE. ON THE THIRD TOUCHDOWN, THE AIRCRAFT STOPPED PORPOISING, BUT THE TIP OF ONE PROPELLER BLADE STRUCK THE RUNWAY. THE FIREWALL AND ADJACENT STRUCTURE WERE DAMAGED.

Brief of Accident (Continued)

File No. - 654

4/28/82

MODESTO, CA

A/C Reg. No. N1105C

Time (Lc1) - 1710 PDT

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 694 5/01/82 CAMARILLO, CA A/C Reg. No. N7254L Time (Lcl) - 1545 PET

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

MINOR	Fatal	Injuries		
Fire	Crew	0	0	0
NONE	Pass	0	0	0
	Other	0	0	0

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

Make/Model - GRUMMAN AA-1A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 215/006 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CAMARILLO
Runway Ident - 26
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - GRUMMAN

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2674
Make/Model- 68
Instrument- 65
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF FROM THE CAMARILLO AIRPORT ON A LOCAL FLIGHT TO PRACTICE TOUCH AND GO LANDINGS. HE HAD MADE TWO TOUCH AND GO PATTERNS AND WAS ON HIS THIRD AND FINAL LANDING WHEN THE COLLISION OCCURRED. HE HAD TRANSMITTED HIS POSITION ON DOWNWIND AND BASE LEG ON EACH OF THE PATTERNS. THE PILOT REPORTED THAT HE DELAYED HIS BASE CALL DUE TO OTHER RADIO TRANSMISSIONS ON THE SAME UNICOM FREQUENCY, BUT TRANSMITTED AN ADVISORY OF TURNING BASE TO FINAL APPROACH. HE WAS HIGH WHEN HE BEGAN HIS FINAL APPROACH AND WAS DESCENDING AT IDLE POWER WHEN THE PROPELLER OF HIS AIRCRAFT STRUCK THE RUDDER AND RIGHT STABILATOR OF N24584. NONE OF THE PILOTS WERE AWARE OF THE CLOSE PROXIMITY OF THE AIRCRAFT UNTIL AFTER THE COLLISION. BOTH AIRCRAFT WERE LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 694

5/01/82

CAMARILLO, CA

A/C Reg. No. N7254L

Time (Lc1) - 1545 PET

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL 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. - 694 5/01/82 CAMARILLO, CA A/C Reg. No. N24584 Time (Lcl) - 1545 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BEECH A24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Wind Dir/Speed- 215/006 KTS
Visibility - 30.0 SM

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

Itinerary

Last Departure Point
VAN NUYS, CA
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

CAMARILLO
Runway Ident - 26
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 494 Last 24 Hrs - 1

Make/Model- 165 Last 30 Days- UNK/NR

Instrument- 106 Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED VAN NUYS, CA ON A LOCAL INSTRUCTIONAL FLIGHT FOR THE PURPOSE OF PREPARING ONE OF THE PILOTS FOR A BIENNIAL FLIGHT REVIEW. DURING THE FLIGHT, THE PILOTS PROCEEDED TO THE CAMARILLO AIRPORT FOR A LANDING. BOTH PILOTS REPORT THAT ADVISORY RADIO TRANSMISSIONS WERE MADE ON DOWNWIND, BASE, AND FINAL APPROACH. WHILE ON A SHORT FINAL APPROACH, THEY FELT THE IMPACT WHICH THE INSTRUCTOR REPORTED AS SIMILAR TO WAKE TURBULENCE. A GO-AROUND WAS STARTED, BUT DISCONTINUED AS SOON AS THE INSTRUCTOR SAW THE OTHER AIRCRAFT AND REALIZED THEY HAD A MID-AIR COLLISION WITH N7254L. THE PILOT OF N7254L WAS ON A STEEPER FINAL APPROACH FOR HIS THIRD AND LAST PRACTICE LANDING WHEN THE COLLISION OCCURRED. NONE OF THE PILOTS WERE AWARE OF THE CLOSE PROXIMITY OF THE AIRCRAFT UNTIL AFTER THE COLLISION. AN INVESTIGATION REVEALED THAT THE PROPELLER OF N7254L MADE CONTACT WITH THE RUDDER AND RIGHT STABILATOR OF N24584. BOTH AIRCRAFT LANDED SAFELY AFTER THE COLLISION.

Brief of Accident (Continued)

File No. - 694

5/01/82

CAMARILLO, CA

A/C Reg. No. N24584

Time (Lcl) - 1545 PDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL 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. - 644

5/12/82

HUNTINGTON BEACH, CA

A/C Reg. No. N7394G

Time (Lcl) - 1439 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass
Other

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

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

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/013 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 2500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAKERSFIELD, CA

Destination
HUNTINGTON BEACH, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 66

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-172K

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1886

Make/Model- UNK/NR

Instrument- UNK/NR

Last 24 Hrs - 4

Last 30 Days- 9

Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS ON FINAL APPROACH TO RUNWAY 19, HE APPLIED FULL FLAPS NEAR THE AIRPORT BOUNDARY AND THE AIRCRAFT VEERED TO THE RIGHT. HE SAID THAT THE AIRCRAFT DID NOT RESPOND TO AILERON CONTROL INPUTS. THE AIRCRAFT CONTINUED TO THE RIGHT, AND EVENTUALLY, IT IMPACTED WITH TWO MOBILE HOMES ABOUT 250 FT ABEAM OF THE INTENDED LANDING AREA. AN EXAMINATION OF THE AILERON SYSTEM REVEALED THAT ALL CABLES AND PULLEYS WERE INTACT. THE CABLES WERE IN THE PROPER POSITIONS AND SHOWED NO SIGNS OF UNUSUAL WEAR OR BINDING, AND NO FOREIGN OBJECTS WERE FOUND. ALL FLAP CABLES AND PULLEYS WERE INTACT AND PROPERLY ROUTED.

Brief of Accident (Continued)

File No. - 644

5/12/82

HUNTINGTON BEACH, CA

A/C Reg. No. N7394G

Time (Lc1) - 1439 PDT

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

Finding(s)

1. PRECAUTIONARY LANDING - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - RESIDENCE
-

-----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. - 797 5/12/82 SAN FERNANDO, CA A/C Reg. No. N6598M Time (Lcl) - 1200 PDT

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

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

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

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

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

<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- 190/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SAN FERNANDO</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2965/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
---	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 10</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 10</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 10	Last 24 Hrs - 0	Make/Model- 10	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 10
Total - 10	Last 24 Hrs - 0							
Make/Model- 10	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 10							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL DURING LANDING AND VEERED INTO A PARKED VAN. THIS WAS HIS SECOND SUPERVISED SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 797

5/12/82

SAN FERNANDO, CA

A/C Reg. No. N6598M

Time (Lcl) - 1200 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - VEHICLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 798 5/14/82 WILLITS, CA A/C Reg. No. N5265X Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CITABRIA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UKIAH, CA
Destination
LAYTONVILLE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WILLITS
Runway Ident - 34
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 57
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 36	Last 24 Hrs	- UNK/NR
Make/Model-	36	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT ON APPROACH THE WINDS WERE FROM THE WEST. AFTER TOUCHDOWN AND ON THE ROLLOUT THE WIND CAUGHT THE RIGHT WING AND TURNED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 798

5/14/82

WILLITS, CA

A/C Reg. No. N5265X

Time (Lc1) - 1530 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 762 5/15/82 E. OF DELANO, CA A/C Reg. No. N57734 Time (Lcl) - 1700 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	1
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During	-MANEUVERING		Other 0	0	0	0

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

Make/Model - PIPER PA-36-285	Eng Make/Model - CONTINENTAL TIARA6-285C	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 285 HP	

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

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

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>GLIDER</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1955</p> <p>Make/Model- 835</p> <p>Instrument- 13</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 26</p>
---	---	--

-----Narrative-----

DURING THE PROCEDURE TURN PHASE WHILE SPRAYING ORANGE TREES THE ENGINE STOPPED. SIX ORANGE TREES WERE DESTROYED DURING THE EMERGENCY LANDING. EXAMINATION OF THE AIRCRAFT'S ENGINE REVEALED NO PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 762

5/15/82

E. OF DELANO, CA

A/C Reg. No. N57734

Time (Lcl) - 1700 PDT

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

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. TERRAIN CONDITION - HIGH VEGETATION
3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 730 5/15/82 MADERA, CA A/C Reg. No. N40445 Time (Lcl) - 1320 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

ON GROUND

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

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

Make/Model - MARTIN 404
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 44900
No. of Seats - 2

Eng Make/Model - P&W R-2800-CB3
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2400 HP

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- 180/005 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
CASPER, WY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MADERA
Runway Ident - 30
Runway Lth/Wid - 4500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9205	Last 24 Hrs	- 5
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	872	Last 90 Days-	91
Multi-Eng	- 6900	Rotorcraft	- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE AIRCRAFT WAS OBSERVED TO TRAIL A BROWN SUBSTANCE. ABOUT 3 MILES FROM THE AIRPORT THE RIGHT ENGINE OIL PRESSURE DROPPED. THE PILOT DECIDED TO RETURN TO THE AIRPORT. WHEN HE THOUGHT THE RUNWAY WAS ATTAINABLE HE LOWERED THE FLAPS; HOWEVER, A LOSS OF POWER IN THE LEFT ENGINE OCCURRED AND A LANDING WAS MADE IN A WHEAT FIELD. INVESTIGATION REVEALED FAILURE OF THE FRONT MASTER ROD BEARING IN THE RIGHT ENGINE. THE AIRCRAFT HAD NOT BEEN FLOWN FOR FIVE YEARS PRIOR TO THIS FLIGHT AND EVIDENCE OF OIL STARVATION WAS APPARENT IN BOTH ENGINES.

Brief of Accident (Continued)

File No. - 730

5/15/82

MADERA, CA

A/C Reg. No. N40445

Time (Lcl) - 1320 PDT

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

Finding(s)

1. LUBRICATING SYSTEM, OIL LINE - CRACKED
2. MAINTENANCE - IMPROPER - OTHER PERSON
3. FLUID, OIL - STARVATION
4. ENGINE ASSEMBLY, MASTER ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - CROP
8. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 763 5/17/82 CROWS LANDING, CA A/C Reg. No. N7444X Time (Lcl) - 1338 PDT

-----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
NONE

Crew
Pass
Other

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

Make/Model - CESSNA 172B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 260/017 KTS

Visibility - 25.0 SM

Cloud Conditions(1st) - 12000 FT BROKEN

Cloud Conditions(2nd) - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PATTERSON, CA

Destination
VISALIA, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CROWS LANDING NAS

Runway Ident - 35

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 - 48

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 229

Instrument- 15

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CLIMBING TO 3000 FT THE ENGINE BEGAN TO LOSE POWER, THE PILOT PUMPED THE THROTTLE AND THE ENGINE POWER BECAME ERRATIC. THE PILOT ATTEMPTED TO LAND AT A NAVAL AIR STATION BUT WAS FORCED TO LAND IN A PLOWED FIELD WHEN THE ENGINE LOST ALL POWER. THE AIRCRAFT CROSSED AN IRRIGATION DITCH AND CAME TO REST INVERTED. EXAMINATION OF THE AIRCRAFT'S ENGINE REVEALED NO PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 763

5/17/82

CROWS LANDING, CA

A/C Reg. No. N7444X

Time (Lc1) - 1338 PDT

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 770

5/17/82

BAKERSFIELD, CA

A/C Reg. No. N6459D

Time (Lcl) - 1415 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 270/007 KTS
Visibility - 15.0 SM

Cloud Conditions(1st) - 20000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FULLERTON, CA

Destination
BAKERSFIELD, CA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

BAKERSFIELD AIRPARK
Runway Ident - 31
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 55

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 111 Last 24 Hrs - 0

Make/Model- 111 Last 30 Days- UNK/NR

Instrument- 5 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD BEEN CLEARED TO LAND AT MEADOWS FIELD BUT LANDED FIVE MILES TO THE SOUTH-SOUTHEAST AT BAKERSFIELD AIRPARK. UPON TAXIING BACK TO TAKEOFF THE LEFT WING COLLIDED WITH A BACKHOE WHICH WAS WORKING ALONGSIDE THE RUNWAY INSTALLING A LIGHTING SYSTEM.

Brief of Accident (Continued)

File No. - 770

5/17/82

BAKERSFIELD,CA

A/C Reg. No. N6459D

Time (Lc1) - 1415 PDT

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

Finding(s)

1. LANDED AT WRONG AIRPORT - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. OBJECT - VEHICLE
 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) 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. - 761

5/17/82

FRESNO, CA

A/C Reg. No. N711AH

Time (Lcl) - 0818 PDT

-----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 -EXECUTIVE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - SWEARINGEN SA26-T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10062
No. of Seats - 8

Eng Make/Model - P&W PTGA-28
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 LBS THRUST

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

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

Weather Data

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

Wind Dir/Speed- 280/004 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEESVILLE, LA
Destination
FRESNO, CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Approach Flown - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

FRESNO AIR TERMINAL
Runway Ident - 29
Runway Lth/Wid - 9218/ 150
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

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

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

Total - 2333	Last 24 Hrs - 3
Make/Model- 279	Last 30 Days- UNK/NR
Instrument- 991	Last 90 Days- 137
Multi-Eng - 1051	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO MAKE A GEAR UP LANDING. INVESTIGATION REVEALED THAT THE GEAR OPERATED NORMALLY AND THAT THE GEAR LEVER WAS FOUND IN THE DOWN POSITION. THE CIRCUIT BREAKER WAS POPPED.

Brief of Accident (Continued)

File No. - 761

5/17/82

FRESNO, CA

A/C Reg. No. N711AH

Time (Lc1) - 0818 PDT

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

Finding(s)

1. LANDING GEAR, GEAR LEVER - ENGAGED
2. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
3. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 764 5/18/82 LITTLE RIVER, CA A/C Reg. No. N1805Z Time (Lcl) - 1045 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING		Other	0	0	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 - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LITTLE RIVER, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - VISUAL FULL CIRCUIT	
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)
STUDENT	Current - N/A	Total - 11
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ON THE SECOND ATTEMPT TO MAKE A TOUCH AND GO LANDING, THE PILOT BOUNCED THE AIRCRAFT HARD ON THE RUNWAY IMMEDIATELY FOLLOWED BY A SHARP LEFT TURN. FULL POWER WAS APPLIED AND THE FLAPS WERE RAISED IN AN ATTEMPTED GO-AROUND. THE AIRCRAFT FAILED TO CLEAR TREES ON THE SOUTH SIDE OF THE RUNWAY AND CAME TO REST NOSE DOWN IN A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 764

5/18/82

LITTLE RIVER, CA

A/C Reg. No. N1805Z

Time (Lc1) - 1045 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. TOUCH AND GO LANDING - ATTEMPTED - PILOT IN COMMAND
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

8. RAISING OF FLAPS - PERFORMED - PILOT IN COMMAND
9. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
10. OBJECT - TREE(S)
11. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF

Finding(s)

12. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,9,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 714 5/23/82 CALIFORNIA CITY,CA A/C Reg. No. N6237G Time (Lcl) - 1515 PDT

-----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 - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	BAKERSFIELD,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CALIFORNIA CITY,CA	CALIFORNIA CITY
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 06
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6035/ 55
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - UNK/NR
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)
PRIVATE	Current - YES	Total - 332
SE LAND	Months Since - 9	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 35
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON SHORT FINAL THE AIRSPEED DECREASED QUICKLY FROM 60 TO 40 KNOTS AND THE AIRCRAFT STALLED OVER THE RUNWAY DROPPING APPROXIMATELY 30 FEET.

Brief of Accident (Continued)

File No. - 714

5/23/82

CALIFORNIA CITY,CA

A/C Reg. No. N6237G

Time (Lcl) - 1515 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. LANDING GEAR, NOSE GEAR - OVERLOAD
 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 715

5/24/82

HURON,CA

A/C Reg. No. N735JJ

Time (Lc1) - 0815 PDT

-----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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
KING CITY,CA
Destination
HURON,CA

Airport Proximity
ON AIRPORT

Airport Data

WILLETT FIELD
Runway Ident - 35
Runway Lth/Wid - 1000/ 45
Runway Surface - DIRT
Runway Status - UNK/NR

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 40

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

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

Total	- 420	Last 24 Hrs -	0
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO EXTEND GLIDE OVER A FLOODED PORTION OF THE RUNWAY THE AIRCRAFT LOST AIRSPEED. AFTER DROPPING ONTO THE RUNWAY THE AIRCRAFT BOUNCED AND THE PILOT ADDED POWER. THE AIRCRAFT WAS THEN FLOWN BACK TO KING CITY, CA WHERE THE GEAR COLLAPSED UPON LANDING.

Brief of Accident (Continued)

File No. - 715

5/24/82

HURON, CA

A/C Reg. No. N735JJ

Time (Lcl) - 0815 PDT

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

Finding(s)

1. TERRAIN CONDITION - WET
2. LANDING GEAR - OVERLOAD
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 759 5/31/82 BIG BEAR,CA A/C Reg. No. N6716T Time (Lcl) - 1305 PDT

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

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

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

Make/Model - BEECH C-24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2758	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SANTA ANA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BIG BEAR,CA	BIG BEAR
Wind Dir/Speed- 225/022 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 138
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - C-23	Make/Model- 33
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS OBSERVED THE AIRCRAFT TO PITCH AND ROLL WHILE ON FINAL APPROACH. AT ABOUT 30-40 FEET ABOVE THE GROUND THE NOSE PITCHED DOWNWARD AND THE AIRCRAFT COLLIDED WITH THE RUNWAY. MODERATE TURBULENCE AND GUSTY WINDS WERE REPORTED ON FINAL APPROACH.

Brief of Accident (Continued)

File No. - 759

5/31/82

BIG BEAR, CA

A/C Reg. No. N6716T

Time (Lcl) - 1305 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

3. WEATHER CONDITION - TURBULENCE
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 630 6/16/82 FIREBAUGH, CA A/C Reg. No. N4218X Time (Lcl) - 0802 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire NONE	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137		Crew 0	1	0	0
Accident Occurred During -MANEUVERING		Pass 0	0	0	0
		Other 0	0	0	0

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

Make/Model - ROCKWELL INTL. S-2R	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7800	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	FIREBAUGH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3800
SE LAND	Months Since - 18	Make/Model- 2800
	Aircraft Type - C-182	Instrument- UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS SPREADING FERTILIZER OVER A FIELD AND MANEUVERING OVER "HIGH TENSION LINES." NO PROBLEMS WERE ENCOUNTERED DURING PREVIOUS FLIGHTS EARLIER THAT DAY. THE PILOT HAD PICKED UP ANOTHER LOAD WHICH HE REPORTED WAS PROBABLY TOO MUCH. HE REPORTED THAT AFTER ENTERING THE FIELD, HE STARTED TO GO OVER THE LINES, BUT THE AIRCRAFT JUST WAS NOT CLIMBING WELL. PRIOR TO CONTACT WITH THE WIRE HE ATTEMPTED TO DUMP THE LOAD. HE BELIEVED THAT THE TAILWHEEL CAUGHT ONE OF THE WIRES AND THAT THE AIRCRAFT STALLED AND FELL BEYOND THE WIRES.

Brief of Accident (Continued)

File No. - 630

6/16/82

FIREBAUGH,CA

A/C Reg. No. N4218X

Time (Lc1) - 0802 PDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. LOAD JETTISON - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 679 7/20/82 ORINDA, CA A/C Reg. No. N8288U Time (Lcl) - 1845 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	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 150M	Eng Make/Model	- CONTINENTAL D-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	- 105 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CONCORD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OAKLAND, CA	Runway Ident - N/A
Wind Dir/Speed- 280/010 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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 243
SE LAND	Months Since - 1	Make/Model- 137
	Aircraft Type - C-150	Instrument- 31
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE TO OAKLAND THE PLT REPORTED EXPERIENCING A LOSS OF CLIMBING POWER AT 2,000 FT NEAR THE SAN PABLO RESERVOIR. HE APPLIED CARB HEAT, CHECKED MIXTURE SETTING & PRIMER. HE THEN EXTENDED FULL FLAPS & RETARDED THE THROTTLE JUST PRIOR TO LANDING IN THE RESERVOIR. WITNESSES REPORTED THAT APPROXIMATELY 1 HR BEFORE THE ACCIDENT, THE SAME ACFT WAS OBSERVED GLIDING TOWARDS THE EAST END OF THE SHORE AT ABOUT 400 TO 600 FT ABOVE THE WATER. AS THE ACFT GLIDED OVER TREES AT THE EAST END POWER WAS APPLIED & THE ACFT BEGAN A SHALLOW CLIMB TOWARDS RICHMOND, CA. AT APPROXIMATELY 1830 WITNESSES ONCE AGAIN OBSERVED THE ACFT GLIDING TOWARD THE EAST END OF THE RESERVOIR AT AN ALTITUDE OF APPROXIMATELY 200 FT, ENTER A SHARP 180 DEGREE RIGHT TURN AND LAND IN THE RESERVOIR. EXAMINATION OF THE AIRCRAFT'S ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 679

7/20/82

ORINDA,CA

A/C Reg. No. N8288U

Time (Lcl) - 1845 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. FUEL SYSTEM,CARBURETOR - ICE
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

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

Finding(s)

6. TERRAIN CONDITION - WATER, GLASSY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 773 10/14/82 NEAR BAKERSFIELD, CA A/C Reg. No. N88126 Time (Lcl) - 1440 PDT

-----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 - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M185D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SHATER, CA	
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 - 7.0 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1600
SE LAND	Months Since - 13	Make/Model- 75
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TURN-AROUND WHILE SPRAYING A COTTON FIELD, THE AIRCRAFT STARTED ROLLING TO THE LEFT AND THE PILOT COULD NOT STOP IT. HE STATED THE LEFT SPOILER REMAINED DEPLOYED AND WOULD NOT CLOSE. HE FOUGHT THE ROLL UNTIL IT IMPACTED WITH THE GROUND. THE LEFT SPOILER WAS FOUND IN THE VERTICAL POSITION AND THE RIGHT SPOILER WAS FLUSH WITH THE WING SURFACE. DUE TO POOR ROLL RATE AND HIGH ASPECT RATIO, SPOILERS HAD BEEN ADDED TO THE LOWER WING. THEY CAN BE INDEPENDENTLY OPERATED FROM THE COCKPIT OR WORK IN CONJUNCTION WITH THE AILERONS. ACCORDING TO AN FAA ENGINEERING TEST PLT, THE SPOILERS HAVE LIMITED AUTHORITY, AND IF ONE IS MANUALLY DEPLOYED TO THE FULL UP POSITION IT CAN BE OVER-RIDDEN WITH OPPOSITE AILERON. THE PLT STATED THAT THIS WAS THE THIRD OR FOURTH TIME A SPOILER HAD STUCK OPEN. THE WING WAS CUT OPEN AND NO REASON FOR THE SPOILERS STICKING COULD BE FOUND.

Brief of Accident (Continued)

File No. - 773

10/14/82

NEAR BAKERSFIELD, CA

A/C Reg. No. N88126

Time (Lc1) - 1440 PDT

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

Finding(s)

1. FLT CONTROL SYST, WING SPOILER SYSTEM - MOVEMENT RESTRICTED
 2. FLT CONTROL SYST, WING SPOILER SYSTEM - UNDETERMINED
-

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

Finding(s)

3. SPOILER RETRACTION - NOT POSSIBLE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 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. - 677 4/28/82 MADISON, CT A/C Reg. No. N1147W Time (Lcl) - 0830 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass
Other

Fatal
0
0
0

Injuries
Serious Minor
0 0
0 0
0 0

None
1
0
0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 3000 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WORCHESTER, MA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GRISWOLD
Runway Ident - 06
Runway Lth/Wid - 1863/ 50
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1282
Make/Model- 667
Instrument- 7
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 30 FT AGL. HE SWITCHED TANKS AND CHECKED THAT THE BOOST PUMP WAS ON, BUT THE ENGINE DID NOT RESTART. THE PLANE WAS LANDED IN A MARSH WHERE IT FLIPPED OVER DURING TOUCHDOWN. AN INSPECTION OF THE FUEL SYSTEM REVEALED THAT IT WAS NOT DAMAGED. HOWEVER, WATER WAS FOUND IN THE LEFT TANK, FUEL INJECTOR, FUEL MANIFOLD ASSEMBLY, THE FUEL INJECTOR NOZZLES, AND ASSOCIATED LINES. THE OWNER REPORTED THAT RAIN WATER LEAKED INTO THE LEFT TANK WHILE THE AIRCRAFT WAS PARKED.

Brief of Accident (Continued)

File No. - 677

4/28/82

MADISON,CT

A/C Reg. No. N1147W

Time (Lcl) - 0830 EST

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

Finding(s)

1. FUEL SYSTEM,CAP - LEAK
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. TERRAIN CONDITION - WET
5. TERRAIN CONDITION - SOFT

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) 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. - 722 5/27/82 DANBURY, CT A/C Reg. No. N9072Q Time (Lc1) - 1920 EDT

-----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	- 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	- 2350	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">DANBURY MUNICIPAL</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - 3137/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
--	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, SE SEA</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</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>- 69</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model-</td> <td>69</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>7</td> </tr> <tr> <td></td> <td></td> <td>Rotorcraft</td> <td>- 60</td> </tr> </table>	Total	- 69	Last 24 Hrs	- 0	Make/Model-	69	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	7			Rotorcraft	- 60
Total	- 69	Last 24 Hrs	- 0															
Make/Model-	69	Last 30 Days-	UNK/NR															
Instrument-	0	Last 90 Days-	7															
		Rotorcraft	- 60															

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRACTICE AUTOROTATION, JUST PRIOR TO FLARE, A LOUD NOISE WAS HEARD AND THE PILOT STATED THAT THE AIRCRAFT VEERED TO THE RIGHT. A PARTIAL FLARE WAS MADE AND AFTER MAKING CONTACT WITH THE GROUND THE HELICOPTER BOUNCED BACK INTO THE AIR. THE ROTOR BLADES THEN MADE CONTACT WITH THE GROUND AND THE HELICOPTER LANDED ON ITS SIDE.

Brief of Accident (Continued)

File No. - 722

5/27/82

DANBURY,CT

A/C Reg. No. N9072Q

Time (Lc1) - 1920 EDT

Occurrence #1

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - INITIATED - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 655 3/29/82 ORMOND BEACH, FL A/C Reg. No. N1118R Time (Lcl) - 1725 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Other

Fatal

1

1

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

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-A3B6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 080/012 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - 400 FT BROKEN

Cloud Conditions(2nd) - 1700 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ORMOND BEACH, FL

Destination

JACKSONVILLE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ORMOND BEACH MUNI

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 56

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1200

Make/Model- 182

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) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT HAD FILED FOR AN IFR CLIMB TO VFR-ON-TOP. HE TOOK OFF AFTER RECEIVING A CLEARANCE TO THE BULLI INTERSECTION WITH INSTRUCTIONS TO MAINTAIN 9000 FT, IF NOT VFR-ON-TOP BY THAT ALTITUDE. AT 1720 EST, THE PILOT TRANSMITTED THAT HE WAS INITIATING A TAKEOFF. HE CALLED DAYTONA BEACH DEPARTURE CONTROL WHILE CLIMBING AND RADAR CONTACT WAS ESTABLISHED AT 1722 EST. AT 1724, HE REPORTED CLIMBING THROUGH 1600 FT; HOWEVER, ABOUT ONE MINUTE LATER, RADIO AND RADAR CONTACT WERE LOST. GROUND WITNESSES REPORTED OBSERVING THE AIRCRAFT ABOUT ONE MILE FROM THE DEPARTURE AIRPORT AT LOW ALTITUDE. SUBSEQUENTLY, THE AIRCRAFT CRASHED IN A WOODED AREA WHILE IN A NEAR VERTICAL FLIGHT PATH. A TREE TRUNK WAS FOUND BELOW THE WRECKAGE PATH THAT HAD BEEN CUT IN THREE PIECES. THE CUT MARKS WERE CONSISTENT WITH DAMAGE FROM A PROPELLER AT HIGH POWER. NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT WAS EVIDENT.

Brief of Accident (Continued)

File No. - 655

3/29/82

ORMOND BEACH, FL

A/C Reg. No. N1118R

Time (Lc1) - 1725 EST

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. PROCEDURES/DIRECTIVES - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. JUDGEMENT - POOR - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 697 4/02/82 DELRAY BEACH, FL A/C Reg. No. N57750 Time (Lcl) - 1620 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious
Accident Occurred During	-LANDING		Other	0	Minor
				0	None
				0	1
				0	0
				0	0

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

Make/Model	- PIPER PA-36	Eng Make/Model	- LYCOMING IO-720-A1B	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	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 310 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	BASSO
Wind Dir/Speed	- CALM	Runway Ident
Visibility	- 50.0 SM	- N/A
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	- DAYLIGHT	Runway Status
		- N/A

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

Pilot-In-Command	Age - 68	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 20768	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 19	Make/Model- 2000	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 2090	Last 90 Days- 215
		Multi-Eng - 875	Rotorcraft - 530

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING AFTER TAKEOFF, THE PILOT NOTED A PARTIAL LOSS OF POWER. HE THOUGHT HE COULD SMELL SMOKE AND TURNED THE MASTER AND ALTERNATOR SWITCHES OFF. THE ENGINE CONTINUED TO LOSE POWER AND THE PILOT DUMPED THE LOAD. HE ELECTED TO LAND IN A CANAL. AS HE WAS LANDING, THE PILOT NOTED THAT THE WHOLE RIGHT SIDE OF THE ENGINE WAS ON FIRE. THE RIGHT WING OF THE AIRCRAFT STRUCK A TREE AND THE AIRCRAFT CRASHED INTO THE CANAL. THE PILOT REPORTED THAT THERE WAS FIRE EVERYWHERE. HE JUMPED INTO THE CANAL AND SWAM AWAY FROM THE FIRE AND TO THE SHORE. AN INVESTIGATION REVEALED THE NO. 3 INTAKE PIPE, PN 75113, HAD SPLIT OPEN AT THE TOP. AN EXAMINATION OF THE FIRE DAMAGE INDICATED THAT THERE HAD BEEN A BLOW TORCH EFFECT COMING FROM THE AREA OF THE NO. 3 CYLINDER.

Brief of Accident (Continued)

File No. - 697

4/02/82

DELRAY BEACH, FL

A/C Reg. No. N57750

Time (Lc1) - 1620 EDT

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

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
2. FLUID, FUEL - LEAK

Occurrence #2 FIRE
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. MISCELLANEOUS - FIRE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 686 4/03/82 HOLLYWOOD, FL A/C Reg. No. N294T Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL ADVERTISING
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

0

0

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1720
No. of Seats - 2

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 - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 170/013 KTS

Visibility - UNK/NR

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wld - 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 - 32

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1270

Make/Model- 666

Instrument- 63

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TOWING A BANNER ALONG A BEACH WHEN THE ENGINE FAILED. HE LANDED IN THE WATER JUST OFFSHORE AND ESCAPED WITHOUT INJURY. THE AIRCRAFT WAS SUBSEQUENTLY DESTROYED BY THE SURF. AN EXAMINATION OF THE ENGINE REVEALED THAT THE NO. 3 CYLINDER HAD SEPARATED. THE CYLINDER WAS NOT RECOVERED. THE ENGINE HAD ACCUMULATED ABOUT 900 HOURS SINCE OVERHAUL.

Brief of Accident (Continued)

File No. - 686

4/03/82

HOLLYWOOD, FL

A/C Reg. No. N294T

Time (Lcl) - 1330 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - UNDETERMINED
 2. ENGINE ASSEMBLY, CYLINDER - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

3. TERRAIN CONDITION - WATER, ROUGH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 603 4/04/82 FT. LAUDERDALE, FL A/C Reg. No. N2730R Time (Lcl) - 1900 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	1
			0	0	0	1
			0	0	0	0

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

Make/Model - BEECH F33A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAVANNAH, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FR. LAUDERDALE, FL	FT. LAUDERDALE INT'L
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 0.0	Type of Flight Plan - IFR	Runway Lth/Wid - 8054/ 150
Cloud Conditions(1st) - 1800 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - 2500 FT BROKEN	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 589
SE LAND	Months Since - 18	Make/Model- 202
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE LANDING GEAR RETRACTED. THE PILOT RECOMMENDED THAT THE GEAR RETRACT LEVER BE LOCATED HIGHER ON THE PANEL AND NOT NEAR THE FLAP OR COWL FLAP SWITCH.

Brief of Accident (Continued)

File No. - 603

4/04/82

FT. LAUDERDALE, FL

A/C Reg. No. N2730R

Time (Lc1) - 1900 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. GEAR RETRACTION - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 678 4/25/82 GAINESVILLE, FL A/C Reg. No. N38198 Time (Lc1) - 1300 EDT

-----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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF		Other	0	0	0

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

Make/Model - BEECH 95-B55	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 - UNK/NR
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GAINESVILLE REGIONAL
Wind Dir/Speed- 150/013 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6502/ 150
Cloud Conditions(1st) - 1200 FT BROKEN	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - 3000 FT OVERCAST	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4720
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 593
		Multi-Eng - 1100
		Last 30 Days- UNK/NR
		Last 90 Days- 128

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO GIVE DUAL INSTRUCTION TO THE OWNER/STUDENT WHOSE MULTI-ENGINE RATING WAS LIMITED TO CENTERLINE THRUST MODELS. THE STUDENT WAS FLYING THE AIRCRAFT ON THE TAKEOFF ROLL WHEN THE COCKPIT DOOR BECAME AJAR. THE AIRCRAFT WAS NEAR LIFT-OFF SPEED AND THE STUDENT INTENDED TO CONTINUE TAKING OFF. THE INSTRUCTOR REPORTED THAT HE GAVE TWO COMMANDS TO ABORT, BUT THEY WERE NOT HEARD BY THE STUDENT DUE TO NOISE COMING FROM THE OPEN DOOR. THE INSTRUCTOR RETARDED THE THROTTLES TO IDLE POWER; HOWEVER, THE AIRCRAFT BECAME AIRBORNE AND BOUNCED ON THE RUNWAY BEFORE THE STUDENT REAPPLIED THE POWER AND REGAINED CONTROL OF THE AIRCRAFT. THEREAFTER, THE STUDENT LANDED FROM A FULL CIRCUIT APPROACH WITHOUT FURTHER INCIDENT. HOWEVER, THE RIGHT PROP WAS DAMAGED AND WRINKLES WERE FOUND ON RIGHT WING AND FUSELAGE.

Brief of Accident (Continued)

File No. - 678

4/25/82

GAINESVILLE,FL

A/C Reg. No. N38198

Time (Lc1) - 1300 EDT

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

Finding(s)

1. INSTRUCTIONS,WRITTEN/VERBAL - INADEQUATE - PILOT IN COMMAND(CFI)
2. DOOR - NOT ENGAGED
3. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
4. DOOR - OPEN
5. CREW/GROUP COORDINATION - NOT ATTAINED - PILOT IN COMMAND(CFI)
6. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - DUAL STUDENT
7. ABORTED TAKEOFF - NOT PERFORMED - DUAL STUDENT
8. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - DUAL STUDENT
9. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

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

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

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. - 727 5/01/82 FT. PIERCE, FL A/C Reg. No. N90249 Time (Lcl) - 1120 EDT

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

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

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2D	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	ON AIRPORT
Method - N/A	VERO BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST. LUCIE COUNTY
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1709
SE LAND,SE SEA	Months Since - 5	Make/Model- 851
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 36
GLIDER		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 274
		Rotorcraft - 1159

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PERFORMING AUTOROTATIONS WITH 180 DEGREE TURNS TERMINATING WITH POWER RECOVERIES. AT ABOUT 200 FEET, AFTER COMPLETION OF THE TURN, THE INSTRUCTOR HEARD A RATTLING NOISE FOLLOWED BY A MEDIUM FREQUENCY VIBRATION. THE INSTRUCTOR TOOK THE CONTROLS AND COMPLETED THE LANDING BUT THE HELICOPTER ROLLED ONTO THE LEFT SIDE WHEN POWER WAS APPLIED TO CUSHION THE TOUCHDOWN. INVESTIGATION REVEALED THAT THE TAIL ROTOR DRIVESHAFT SEPARATED AT THE FORWARD FLEX COUPLING ATTACHMENT. AS A RESULT OF THIS ACCIDENT THE MANUFACTURER SENT MESSAGES TO ALL KNOWN OPERATORS OF THE AIRCRAFT CALLING FOR REINSPECTION OF THE LONG TAIL ROTOR DRIVE SHAFT BEFORE FURTHER FLIGHT. IN ADDITION, THE FACTORY WAS REPORTED TO BE INVOLVED IN A PROGRAM TO MAKE MODIFICATIONS THAT WOULD PERMANENTLY CORRECT THE PROBLEMS ASSOCIATED WITH FAILURES OF THE LONG TAIL ROTOR DRIVE SHAFTS.

Brief of Accident (Continued)

File No. - 727

5/01/82

FT. PIERCE, FL

A/C Reg. No. N90249

Time (Lc1) - 1120 EDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION
 2. AUTOROTATION - ATTEMPTED - DUAL STUDENT
 3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRFRAME - MANUFACTURER
 4. POWER ON LANDING - ATTEMPTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 706 5/07/82 GENEVA, FL A/C Reg. No. N1355V Time (Lcl) - 1630 EDT

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - CONTINENTAL IO-360K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTHERLAND PRIVATE
Wind Dir/Speed- 130/013 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100 -UNK/NR
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 308
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - C-172XP	Make/Model- 10
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ON SHORT FINAL A GUST OF WIND RAISED THE RIGHT WING OF THE AIRCRAFT. UPON MAKING A CORRECTION SOME AIRSPEED WAS LOST AND THE NOSE WAS LOWERED. DURING LANDING THE NOSE GEAR COLLAPSED AND THE AIRCRAFT TURNED OVER.

Brief of Accident (Continued)

File No. - 706

5/07/82

GENEVA, FL

A/C Reg. No. N1355V

Time (Lc1) - 1630 EDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 786 5/07/82 FORT LAUDERDALE, FL A/C Reg. No. N613C Time (Lcl) - 0836 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
NONE

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

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

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

Eng Make/Model - CONTINENTAL TS10-520-R1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 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 - VMC
Wind Dir/Speed- 130/011 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIAMI, FL
Destination
FORT LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FORT LAUDERDALE
Runway Ident - 09
Runway Lth/Wid - 8048/ 150
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 - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 72	Last 24 Hrs -	2
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APPROXIMATELY 18 MILES WEST OF THE FORT LAUDERDALE AIRPORT, WHILE CRUISING AT 7500 FEET, THE ENGINE LOST POWER. AFTER ADVISING THE TOWER OF THE PROBLEM, ATC SUGGESTED ATTEMPTING A LANDING AT A CLOSER AIRPORT. AT THIS POINT THE PILOT STATED THAT POWER HAD BEEN REGAINED AND HE WOULD PREFER TO LAND AT HIS ORIGINAL DESTINATION. THE AIRCRAFT LANDED IN A FIELD ABOUT 1 MILE WEST OF FORT LAUDERDALE AIRPORT RECEIVING SUBSTANTIAL DAMAGE. INVESTIGATION REVEALED THAT THE PILOT HAD MADE A PRECAUTIONARY LANDING THE DAY BEFORE DUE TO INTERMITTENT ENGINE PROBLEMS AND THAT NO ACTION WAS TAKEN TO CORRECT THE PROBLEM BEFORE DEPARTURE THE FOLLOWING DAY.

Brief of Accident (Continued)

File No. - 786

5/07/82

FORT LAUDERDALE, FL

A/C Reg. No. N613C

Time (Lcl) - 0836 EDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 2. MISCELLANEOUS - UNDETERMINED
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

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

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. - 776 5/07/82 HIGH SPRINGS, FL A/C Reg. No. N44740 Time (Lc1) - 1015 EDT

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

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

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PLANT CITY, FL	
Method - N/A	Destination HIGH SPRINGS, FL	Airport Data HIGH SPRINGS
Completeness - N/A	ATC/Airspace	Runway Ident - 18
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2450 -UNK/NR
Wind Dir/Speed- 190/018 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Cloud Conditions(1st) - 25000 FT BROKEN		
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 70
		Last 30 Days - 10
		Instrument - 70
		Last 90 Days - 10
		Multi-Eng - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE WIND SHIFTED WHILE LANDING AND THE AIRCRAFT OVERRAN RUNWAY 18 COLLIDING WITH A FENCE.
THE GAINSVILLE 1018 EDT WEATHER OBSERVATION REPORTED THE WINDS FROM 190 DEGREES AT 18 KNOTS.

Brief of Accident (Continued)

File No. - 776

5/07/82

HIGH SPRINGS, FL

A/C Reg. No. N44740

Time (Lcl) - 1015 EDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 2. OBJECT - UNFAVORABLE WIND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 765 5/23/82 TAMPA, FL

A/C Reg. No. N4607Z

Time (Lcl) - 1945 EDT

-----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	1

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

Fire
NONE

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

Make/Model - PIPER PA-22-108
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CRYSTAL RIVER, FL

Destination

TAMPA, 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 - 51

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 348 Last 24 Hrs - 2

Make/Model- 266 Last 30 Days- UNK/NR

Instrument- 9 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CIRCLING OVER THE AREA WHERE THE PILOT RESIDED, A COMPLETE LOSS OF POWER OCCURRED. DURING THE EMERGENCY LANDING THE PILOT STALLED THE AIRCRAFT WHILE ATTEMPTING TO AVOID A COLLISION WITH AN AUTOMOBILE. BOTH THE AIRCRAFT AND THE AUTOMOBILE WERE SUBSTANTIALLY DAMAGED HOWEVER THERE WERE NO INJURIES TO THE 2 OCCUPANTS OF THE AIRCRAFT OR THE DRIVER OF THE AUTOMOBILE. POST ACCIDENT INSPECTION REVEALED NO EVIDENCE RELATING TO THE CAUSE OF THE ENGINE FAILURE, HOWEVER; THE PILOT ATTRIBUTED IT TO CARBURETOR ICING. THE TEMPERATURE WAS 72 DEGREES AND THE DEW POINT WAS 71 DEGREES.

Brief of Accident (Continued)

File No. - 765

5/23/82

TAMPA, FL

A/C Reg. No. N4607Z

Time (Lcl) - 1945 EDT

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 LANDING

Occurrence #3 ABRUPT MANEUVER
Phase of Operation LANDING

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 688 5/24/82 WINTER GARDEN, FL A/C Reg. No. N8005J Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire 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 - LAKE LA-4
Landing Gear - AMPHIBIAN
Max Gross Wt - 2690
No. of Seats - 4

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

ELT Installed/Activated - YES/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 - 10.0 SM
Cloud Conditions(1st) - 2300 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KISSIMEE, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - LA-4

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 371	Last 24 Hrs - 4
Make/Model- 23	Last 30 Days- UNK/NR
Instrument- 33	Last 90 Days- 90
Multi-Eng - 16	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF FROM A 2500 FT LAKE, THE AIRCRAFT WOULD NOT GAIN SUFFICIENT ALTITUDE. THE PLANE COLLIDED WITH TREES AT THE FAR END OF THE LAKE AND FELL TO THE GROUND. THE WIND WAS CALM AND THE TEMPERATURE WAS ABOUT 85 DEGREES.

Brief of Accident (Continued)

File No. - 688

5/24/82

WINTER GARDEN, FL

A/C Reg. No. N8005J

Time (Lc1) - 1630 EDT

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. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. TERRAIN CONDITION - WATER, GLASSY
5. ABORTED TAKEOFF - NOT PERFORMED - 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) 2,3,5

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. - 604 3/22/82 JEFFERSON, GA A/C Reg. No. N30569 Time (Lcl) - 1335 EST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

<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- 270/005 KTS</p> <p>Visibility - 20.0 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 BLAIRSVILLE, GA</p> <p>Destination JEFFERSON, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>JACKSON COUNTY</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2500/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-177</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 580</p> <p>Make/Model- 301</p> <p>Instrument- 5</p> <p>Multi-Eng - 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 2</p>
---	---	---

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE WIND SHIFTED FAVORING RUNWAY 27. THE PILOT REPORTED THAT HE STARTED HIS FINAL APPROACH AT 80 MPH AND THEN SLOWED TO 60 MPH AS HE APPROACHED THE THRESHOLD. JUST AS THE AIRCRAFT CROSSED OVER A TREELINE, THE AIRCRAFT SUDDENLY DROPPED AND HIT SHORT OF THE RUNWAY. IT BOUNCED ABOUT THREE TIMES BEFORE THE PILOT WAS ABLE TO GET THE AIRCRAFT UNDER CONTROL. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT'S BACK WAS HURT. THE PILOT REPORTED THE WIND WAS GUSTING TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 604

3/22/82

JEFFERSON, GA

A/C Reg. No. N30569

Time (Lc1) - 1335 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 647 3/23/82 HOBOKEN, GA A/C Reg. No. N5841U Time (Lcl) - 1400 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 -TAKEOFF

	Fatal	Serious	Minor	None
Crew	0	1	0	0
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 - 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-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- 090/012 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3000 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 - 09
Runway Lth/Wid - 1700 -UNK/NR
Runway Surface - DIRT
Runway Status - SOFT

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

GLIDER

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1045	Last 24 Hrs	- 0
Make/Model-	190	Last 30 Days-	UNK/NR
Instrument-	48	Last 90 Days-	15
Multi-Eng -	10		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, HE ACCELERATED TO 68 MPH, THEN REALIZED HE WOULD BE UNABLE TO CLEAR TREES. HE STATED THAT HE CLOSED THE THROTTLE AND MIXTURE, AIMED THE AIRCRAFT AT AN OPENING IN THE TREES, AND MAINTAINED A LEVEL ATTITUDE UNTIL IMPACT. THE AIRCRAFT STRUCK THE TREES ABOUT 18 FT AGL. THE LANDING STRIP WAS ABOUT 1700 FT LONG AND SLOPED UPHILL AT APPROXIMATELY A 3 DEGREE ANGLE TO ABOUT MIDFIELD. ABOUT HALF OF THE STRIP APPEARED TO BE FRESHLY PLOWED AND HAD BEEN DRAGGED WITH A BAR TO SMOOTH OUT THE HIGH SPOTS AND WAS STILL SOFT. THE TREES AT THE END OF THE STRIP WERE ABOUT 50 FEET TALL. THE PERFORMANCE CHART FOR THIS AIRCRAFT SHOWED THAT APPROXIMATELY 1700 FT WOULD BE REQUIRED FOR TAKEOFF WITHOUT CONSIDERATION OF THE UPWARD SLOPE AND SOFT SURFACE.

Brief of Accident (Continued)

File No. - 647

3/23/82

HOBOKEN,GA

A/C Reg. No. N5841U

Time (Lc1) - 1400 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - UPHILL
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 800 5/16/82 BUFORD,GA A/C Reg. No. N7588G Time (Lcl) - 1900 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 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 - 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 - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCCOLLUM,GA
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

MATHIS
Runway Ident - 18
Runway Lth/Wid - 1500/ 20
Runway Surface - ASPHALT
Runway Status - DRY
ROUGH

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 506
Make/Model- 190
Instrument- UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT USED ZERO FLAPS AND ABOUT 2/3RDS OF THE AVAILABLE RUNWAY IN AN ATTEMPT TO PRACTICE A SHORT FIELD TAKEOFF. DURING THE TAKEOFF ROLL THE PILOT WAS UNABLE TO OBTAIN TAKEOFF SPEED AND ELECTED TO ABORT BUT WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT ROLLED OFF A 50 FOOT DROP. THE RUNWAY SURFACE WAS DESCRIBED AS ROUGH EVEN THOUGH IT WAS ASPHALT. THE AIRCRAFT OWNER'S MANUAL STATES THAT THE USE OF 10 DEGREES OF FLAPS WILL SHORTEN THE GROUND RUN APPROXIMATELY 10% AND THAT THEY SHOULD BE USED FOR MINIMUM GROUND RUNS OR FOR TAKEOFFS FROM SOFT OR ROUGH FIELDS WITH NO OBSTACLES AHEAD.

Brief of Accident (Continued)

File No. - 800

5/16/82

BUFORD,GA

A/C Reg. No. N7588G

Time (Lc1) - 1900 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF

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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 774 5/25/82 JONESBORO, GA A/C Reg. No. N54527 Time (Lcl) - 1700 EDT

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-O2J	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTH EXPRESSWAY
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 2.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
Cloud Conditions(1st) - 2500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- HAZE		WATER COVERED
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 88
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 88
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER APPLYING BRAKES ON LANDING ROLL THE AIRCRAFT BEGAN TO HYDROPLANE ON WATER THAT WAS ON THE RUNWAY. HE ELECTED TO RAISE THE FLAPS AND APPLY FULL POWER IN A ATTEMPT TO GO-AROUND BUT WAS UNABLE TO CLEAR TREES OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 774

5/25/82

JONESBORO, GA

A/C Reg. No. N54527

Time (Lcl) - 1700 EDT

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

Finding(s)

1. TERRAIN CONDITION - WET
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 637 2/04/82 GULF OF MEXICO, GM A/C Reg. No. N2623 Time (Lc1) - 1550 CST

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4050	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 420 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- TELEVISION		
Completeness	- SELF	Airport Data	
Basic Weather	- VMC	SHIP SHOAL 87	
Wind Dir/Speed	- 030/020 KTS	Runway Ident	- N/A
Visibility	- 5.0 SM	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface	- N/A
Cloud Conditions(2nd)	- NONE	Runway Status	- N/A
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	- 7320
SE LAND,ME LAND	Months Since - 10	Make/Model	- 410
HELICOPTER	Aircraft Type - B-206L1	Instrument	- 329
		Multi-Eng	- 918
		Last 24 Hrs	- 4
		Last 30 Days	- 47
		Last 90 Days	- 138
		Rotorcraft	- 5877

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS LANDED ON AN OIL RIG PLATFORM FOR REFUELING. THE PILOT STATED THAT AFTER REFUELING, HE TURNED INTO THE WIND AND TOOK OFF. AS THE HELICOPTER CLEARED THE PLATFORM, IT YAWED LEFT AND PITCHED NOSE DOWN. THE PILOT APPLIED COLLECTIVE TO CUSHION HIS LANDING AND DEPLOYED THE POP-OUT FLOATS. AFTER TOUCHDOWN IN FIVE FOOT SEAS, THE MAIN ROTOR BLADE SEVERED THE TAIL BOOM AND THE HELICOPTER ROLLED INVERTED. THE PILOT WAS UNABLE TO EXIT THROUGH THE RIGHT FRONT DOOR. AFTER SOME DIFFICULTY, HE EGRESSED THROUGH ONE OF THE REAR DOORS. AN INSPECTION OF THE OIL RIG HELIDECK REVEALED THAT THE REFUELING HOSE WAS LYING OVER THE SIDE OF THE DECK AND THE HOSE NOZZLE WAS MISSING. BLUE PAINT WAS FOUND ON THE HOSE. THE SKIDS AND BOTTOM OF THE HELICOPTER WERE PAINTED WITH THE SAME SHADE OF BLUE PAINT. A TEARDOWN OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 637

2/04/82

GULF OF MEXICO,GM

A/C Reg. No. N2623

Time (Lcl) - 1550 CST

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

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - FOREIGN OBJECT
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - WATER,ROUGH
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 716 5/21/82 HILO, HI A/C Reg. No. N7320K Time (Lcl) - 1235 HST

-----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	2	1
Accident Occurred During -LANDING		Other 0	0	0	0

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

Make/Model - CESSNA 172XP	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 64
SE LAND	Months Since - 15	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE REQUESTED 30 GALLONS OF FUEL FOR AN ESTIMATED FLIGHT TIME OF 3.5 HOURS. DURING THE FLIGHT THE ENGINE RAN ROUGH AND THE RIGHT TANK WENT TO EMPTY. THE PILOT THEN SWITCHED TANKS AND ABOUT 2 MINUTES LATER THE PILOT STATED THAT THE LEFT TANK MUST HAVE GONE DRY AS THE ENGINE SPUTTERED AND DIED. AN EMERGENCY LANDING WAS MADE INTO A SUGAR CANE FIELD WHERE THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 716

5/21/82

HILO, HI

A/C Reg. No. N7320K

Time (Lc1) - 1235 HST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. REFUELING - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #4 NOSE OVER
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

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. - 653 4/17/82 WEST UNION, IA A/C Reg. No. N24582 Time (Lcl) - 1700 CST

-----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

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

1

0

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

Make/Model - BEECH B-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - UNK/NR

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/015 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
CEDAR RAPIDS, IA
Destination
WEST UNION, IA

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

GEORGE L. SCOTT MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 3100/ 200
Runway Surface - CONCRETE
Runway Status - UNK/NR

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - B-19

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	470	Last 24 Hrs	-	1
Make/Model-	2		Last 30 Days-	UNK/NR	
Instrument-	50		Last 90 Days-	1	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FLYING HIS NEWLY PURCHASED AIRCRAFT FROM CEDAR RAPIDS, IOWA TO WEST UNION, IOWA. HE HAD PURCHASED THE AIRCRAFT ON THE PREVIOUS DAY AND HAD RECEIVED A CHECKOUT FROM THE SELLER. THE PILOT REPORTED THAT WHEN HE WAS ON FINAL APPROACH, THE AIRCRAFT SETTLED 25 TO 30 FT AND HE WAS UNABLE TO RECOVER THE ALTITUDE. THE AIRCRAFT TOUCHED DOWN 45 FT SHORT OF THE RUNWAY ON WET AND MUDDY TERRAIN. AFTER TOUCHDOWN, THE NOSE GEAR HIT THE LIP OF THE RUNWAY AND COLLAPSED. THE WIND WAS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 653

4/17/82

WEST UNION, IA

A/C Reg. No. N24582

Time (Lcl) - 1700 CST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - WET
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - RUNWAY

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

Finding(s)

10. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 608 4/26/82 FAIRFIELD, IA A/C Reg. No. N5035N Time (Lcl) - 1745 CST

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

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

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

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-320-E2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/017 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 5000 FT 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 FAIRFIELD MUNICIPAL Runway Ident - 35 Runway Lth/Wid - 4000 -UNK/NR Runway Surface - ASPHALT Runway Status - DRY
--	--	---

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 61 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 2803 Make/Model- 1160 Instrument- 100 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 25
---	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE INTENDED TO FLY DOWN THE RUNWAY TO HAVE A PHOTOGRAPHER TAKE PICTURES TO BE USED IN PUBLICITY FOR AIRSHOWS. AFTER SEVERAL PASSES (ONE INVERTED), THE PILOT LANDED TO TALK WITH THE PHOTOGRAPHER. THE PHOTOGRAPHER STATED THEY AGREED THAT A SLOW ROLL PROVIDED THE MOST POSSIBILITIES FOR A GOOD PICTURE. THE PILOT TOOK OFF AND CIRCLED THE FIELD TO BEGIN THE PASS FROM THE SOUTH. REPORTEDLY, HE WAS TO START THE MANEUVER FROM ABOUT 100 FT. AFTER STARTING A SLOW ROLL, THE NOSE DROPPED, AND SUBSEQUENTLY, THE PLANE CRASHED. NO PREIMPACT MALFUNCTIONS OF FAILURES OF THE AIRCRAFT OR ENGINE WERE FOUND. THE WIND WAS REPORTED TO BE GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 608

4/26/82

FAIRFIELD,IA

A/C Reg. No. N5035N

Time (Lcl) - 1745 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. AEROBATICS - PERFORMED - PILOT IN COMMAND
 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) 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. - 754

5/14/82

THORNTON, IA

A/C Reg. No. N8426E

Time (Lcl) - 1330 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Fire

Flight Conducted Under -14 CFR 137

NONE

Accident Occurred During -MANEUVERING

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

Make/Model - BELL 47G2

Eng Make/Model - LYCOMING VO-435-A1B

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2450

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 3

Rated Power - 200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4000 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

HELICOPTER

Age - 44

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 614

Make/Model- 295

Instrument- 10

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 46

Rotorcraft - 295

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE DOWNWIND TURN FOR THE FOURTH SPRAYING PASS THE PILOT ENCOUNTERED A GUST OF WIND. THE PILOT STATED HE APPLIED POWER, COLLECTIVE AND CYCLIC TO LEVEL OFF AT SPRAYING ALTITUDE BUT THE WIND WAS TOO STRONG TO PREVENT THE TAILBOOM FROM STRIKING THE GROUND.

Brief of Accident (Continued)

File No. - 754

5/14/82

THORNTON, IA

A/C Reg. No. N8426E

Time (Lc1) - 1330 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - OPEN FIELD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 618 3/24/82 WEST CHICAGO, IL A/C Reg. No. N9239U Time (Lcl) - 2055 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL O-200-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- UNK/NR
Visibility - 5.0 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
AURORA, IL
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 - 19
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 88
Last 24 Hrs - 3
Make/Model- 81
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 7
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT AND AN INSTRUCTOR HAD PREVIOUSLY FLOWN THIS AIRCRAFT TO RECERTIFY THE STUDENT FOR SOLO FLIGHT. AFTER THE DUAL FLIGHT, THE STUDENT HAD SOME PROBLEM WITH OBTAINING FUEL AND TOOK OFF WITHOUT REFUELING. WHILE FLYING AT NIGHT, THE STUDENT BECAME LOST. WITH THE HELP FROM ANOTHER PILOT, CONTACT WAS MADE WITH A FLIGHT SERVICE STATION (FSS). THE FSS WAS PROVIDING ASSISTANCE WHEN THE AIRCRAFT RAN OUT OF FUEL. WHILE ATTEMPTING AN EMERGENCY LANDING AT NIGHT, THE STUDENT TURNED TO AVOID TREES, THEN ATTEMPTED TO PULL UP TO AVOID TELEPHONE WIRES. HOWEVER, THE PLANE STALLED AND CAME TO REST IN THE WIRES AND AGAINST A TELEPHONE POLE WITH ONE WING TOUCHING THE GROUND.

Brief of Accident (Continued)

File No. - 618

3/24/82

WEST CHICAGO, IL

A/C Reg. No. N9239U

Time (Lc1) - 2055 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

8. OBJECT - WIRE, TRANSMISSION
9. OBJECT - UTILITY POLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 631 3/27/82 TUSCOLA,IL A/C Reg. No. N7452M Time (Lcl) - 1715 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		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 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ATWOOD,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TUSCOLA,IL	TUSCOLA AIRPORT
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2660/ 24
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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 10	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 31
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

A LANDING WAS MADE ON RUNWAY 27 JUST PRIOR TO SUNSET. THE PILOT REPORTED THAT HE REALIZED HE WAS NOT SLOWING FAST ENOUGH, BUT DUE TO THE LOW ALTITUDE OF THE SETTING SUN, HE MISJUDGED THE LENGTH OF THE RUNWAY. HE INITIATED A GO-AROUND, BUT DID NOT OBTAIN FLYING SPEED. THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY ONTO A SOFT, PLOWED FIELD AND OVERTURNED. PRIOR TO THIS ACCIDENT, THE PILOT HAD MADE ONE LANDING SINCE AUGUST 1981.

Brief of Accident (Continued)

File No. - 631

3/27/82

TUSCOLA,IL

A/C Reg. No. N7452M

Time (Lc1) - 1715 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 745 4/24/82 WEST CHICAGO, IL A/C Reg. No. N6001V Time (Lcl) - 1528 CDT

-----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	0	1
Accident Occurred During - LANDING		Other	0	0	0	0

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

Make/Model - BEECH BE-23	Eng Make/Model - LYCOMING D-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	DUPAGE COUNTY
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - STOP AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 164
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - BE-23	Make/Model- 6
		Instrument- 4
		Last 30 Days- 2
		Last 90 Days- 4

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT DURING LANDING FLARE THE AIRCRAFT DROPPED RAPIDLY STRIKING THE RUNWAY ON THE MAIN GEAR.
IT THEN BOUNCED BACK INTO THE AIR AND LANDED ON THE NOSE GEAR WHICH COLLAPSED.

Brief of Accident (Continued)

File No. - 745

4/24/82

WEST CHICAGO, IL

A/C Reg. No. N6001V

Time (Lc1) - 1528 CDT

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

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND.

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

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 737 5/08/82 BLOOMINGTON, IL A/C Reg. No. N8197F Time (Lcl) - 1600 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

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 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
LINCOLN, IL
Destination
BLOOMINGTON, IL

Airport Proximity
ON AIRPORT

Airport Data

BLOOMINGTON-NORMAL
Runway Ident - 29
Runway Lth/Wid - 6000/ 100
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 - 40

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 100	Last 24 Hrs	- 3
Make/Model-	100	Last 30 Days-	3
Instrument-	4	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT BASE AND FINAL APPROACH AT BLOOMINGTON-NORMAL AIRPORT SEEMED SMOOTH AT 80 MPH. AT 8 FT ABOVE THE RUNWAY THE THROTTLE WAS REDUCED TO IDLE. IMMEDIATELY AT THROTTLE REDUCTION, THE AIRCRAFT DROPPED TO THE RUNWAY LANDING ON THE MAIN GEAR. THE AIRCRAFT BOUNCED, LANDED ON THE NOSE GEAR, AND THE NOSE WHEEL SEPARATED FROM THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 737

5/08/82

BLOOMINGTON,IL

A/C Reg. No. N8197F

Time (Lc1) - 1600 CDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR,NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 749 5/27/82 SPRINGFIELD, IL A/C Reg. No. N1181X Time (Lcl) - 0230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass
Other

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	4
		0	0	0	0

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

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-C
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/007 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - 6000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
JOLIET, IL
Destination
SPRINGFIELD, IL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

SPRINGFIELD CAPITAL
Runway Ident - 22
Runway Lth/Wid - 7999/ 150
Runway Surface - CONCRETE
Runway Status - WET

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000
Make/Model- 52
Instrument- 460
Multi-Eng - 1800
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE PILOT ATTEMPTED TO TAXI THE AIRCRAFT BACK TO THE RAMP AREA IN HEAVY RAIN AND REDUCED VISIBILITY.
THE AIRCRAFT TAXIED OFF THE LEFT SIDE OF THE RUNWAY AND STRUCK TWO RUNWAY LIGHTS.

Brief of Accident (Continued)

File No. - 749

5/27/82

SPRINGFIELD, IL

A/C Reg. No. N1181X

Time (Lc1) - 0230 CDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 3. OBJECT - RUNWAY LIGHT
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 652 2/15/82 CORYDON, IN A/C Reg. No. N1108P Time (Lcl) - 1745 EST

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

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

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

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JEFFERSONVILLE, IN	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	ST CHARLES, MO	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 4.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, MILITARY	Current - UNK/NR	Total - 679
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THIS FLIGHT, THE AIRCRAFT HAD NOT BEEN FLOWN FOR AN EXTENDED PERIOD. ON THE DAY OF THE ACCIDENT, IT HAD BEEN SOLD. THE AIRCRAFT DID NOT HAVE A CURRENT ANNUAL INSPECTION AND HAD SEVERAL MAINTENANCE DISCREPANCIES. THESE INCLUDED PROBLEMS THAT PREVENTED GEAR RETRACTION AND FLAP EXTENSION. THE NEW OWNER/PILOT WAS INFORMED THAT THE AIRCRAFT NEEDED A FERRY PERMIT. HE WAS ADVISED SEVERAL TIMES TO WAIT UNTIL ADDITIONAL MAINTENANCE WAS PERFORMED; HOWEVER, HE SEEMED DETERMINED TO DEPART WITH THE AIRCRAFT ON THAT DAY. AFTER PERFORMING SOME MINOR MAINTENANCE AND DRAINING CONSIDERABLE WATER FROM THE FUEL SYSTEM, THE PILOT TOOK OFF. THE AIRCRAFT WAS OBSERVED DEPARTING AT LOW ALTITUDE WITH THE GEAR EXTENDED. ABOUT 15 MINUTES LATER, IT WAS SEEN IN A SHALLOW DESCENT WITH THE GEAR EXTENDED AND IN A LEFT YAW. BEFORE CRASHING, A WITNESS OBSERVED THE RIGHT WING RAISE AND THE NOSE DROP. WATER WAS FOUND IN THE LEFT ENGINE FUEL PUMP AND FUEL LINE TO THE CARBURETOR.

Brief of Accident (Continued)

File No. - 652

2/15/82

CORYDON, IN

A/C Reg. No. N1108P

Time (Lc1) - 1745 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. LANDING GEAR - INOPERATIVE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
5. FLUID, FUEL - WATER
6. 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 DESCENT - EMERGENCY

Finding(s)

7. VMC - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - UPHILL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 623

3/21/82

CLARKSVILLE, IN

A/C Reg. No. N9131H

Time (Lcl) - 1120 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/030 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CLARK COUNTY
Runway Ident - 18
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 95
Make/Model- 95
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE WIND WAS BLOWING AT 12 KNOTS WHEN HE TOOK OFF ON A LOCAL FLIGHT. HOWEVER, WHEN HE RETURNED TO LAND, IT WAS FROM 270 DEGREES AT ABOUT 30 KNOTS. WHILE LANDING ON RUNWAY 18, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY INTO SOFT MUD AND WAS DAMAGED. THE AIRPORT HAD ANOTHER RUNWAY (14/32) WHICH WAS HARD SURFACED AND WAS 3900 FT LONG.

Brief of Accident (Continued)

File No. - 623

3/21/82

CLARKSVILLE, IN

A/C Reg. No. N9131H

Time (Lcl) - 1120 CST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
7. TERRAIN CONDITION - WET
8. 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) 1,2,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 746 4/25/82 BRAZIL, IN A/C Reg. No. N6308A Time (Lcl) - 1045 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

Pass

Other

0

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

1

0

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3700
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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 - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ARTHUR
Runway Ident - 27
Runway Lth/Wid - 3000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 41

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4348 Last 24 Hrs - 0
Make/Model- 350 Last 30 Days- 0
Instrument- 115 Last 90 Days- 10
Multi-Eng - 1400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO LAND ON THE GRASS ADJACENT TO A PAVED RUNWAY. WHILE ON LANDING ROLL THE LANDING GEAR CONTACTED THE EDGE OF A PAVED TAXIWAY THAT RAN PERPENDICULAR TO THE RUNWAY. THE AIRCRAFT NOSED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 746

4/25/82

BRAZIL,IN

A/C Reg. No. N6308A

Time (Lc1) - 1045 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - RUNWAY

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 689 5/25/82 GOODLAND,KS A/C Reg. No. N2497K Time (Lcl) - 1638 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

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

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

Make/Model - LUSCOMBE 8E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - PATWAS
Method - RADIO
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 320/006 KTS
Visibility - 15.0 SM

Cloud Conditions(1st) - 4500 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OKLAHOMA CITY,OK

Destination

SCOTTSBLUFF,NE

Airport Proximity

ON AIRPORT

Airport Data

RENNER

Runway Ident - 12

Runway Lth/Wid - 5499/ 100

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - TOWER

Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND,SE SEA,ME SEA

Age - 57

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - B-727

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13700

Make/Model- 12

Instrument- 6000

Multi-Eng - 13100

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PILOT ENCOUNTERED HEADWINDS AND ELECTED TO LAND AT GOODLAND, KANSAS TO REFUEL. HE LANDED ON RUNWAY 12 WITH A CROSSWIND FROM 320 DEGREES AT 6 KNOTS. THE PILOT STATED THAT AFTER TOUCHDOWN, HE GOT A CRAMP IN HIS RIGHT LEG AND REMOVED HIS RIGHT FOOT FROM THE RUDDER IN AN ATTEMPT TO WORKOUT THE CRAMP. HE REPORTED THAT THE AIRCRAFT BEGAN TO TURN LEFT AND HE INADVERTENTLY HIT THE LEFT RUDDER ON THE PASSENGER SIDE WITH HIS RIGHT FOOT. HE STATED THAT THE MISTAKE WAS QUICKLY RECOGNIZED, BUT NOT SOON ENOUGH TO STOP A GROUND LOOP. THE RIGHT MAIN GEAR COLLAPSED AND THE RIGHT WING AND HORIZONTAL STABILIZER WERE DAMAGED.

Brief of Accident (Continued)

File No. - 689

5/25/82

GOODLAND,KS

A/C Reg. No. N2497K

Time (Lc1) - 1638 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
4. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 614 3/20/82 ALEXANDRIA, KY A/C Reg. No. N5526Q Time (Lcl) - 1737 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/012 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
LAKELAND, FL
Destination
CINCINNATI, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2524
Last 24 Hrs - 5
Make/Model- 214
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 23
Multi-Eng - 143
Rotorcraft - 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD MONITORED THE REFUELING OPERATION, BUT DID NOT ACTUALLY UNCAP AND CHECK THE FUEL HIMSELF. HE CALCULATED THAT HE HAD FIVE HOURS OF FUEL ON BOARD. HOWEVER, HE RAN OUT OF FUEL AFTER USING THE RIGHT FUEL TANK FOR TWO HOURS AND 30 MINUTES AND THE LEFT TANK FOR TWO HOURS AND SEVEN MINUTES. DURING ROLL OUT FROM AN EMERGENCY LANDING, THE AIRCRAFT STRUCK A SMALL BUILDING.

Brief of Accident (Continued)

File No. - 614

3/20/82

ALEXANDRIA, KY

A/C Reg. No. N5526Q

Time (Lcl) - 1737 EST

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

Finding(s)

1. FLUID, FUEL - INADEQUATE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 732 4/25/82 LOUISVILLE, KY A/C Reg. No. N1227P Time (Lcl) - 1645 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

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-23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-340-A1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - 8000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

INDIANAPOLIS, IN

Destination

ATLANTA, GA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 23

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	-	1300	Last 24 Hrs	-	4
-------	---	------	-------------	---	---

Make/Model	-	20	Last 30 Days	-	UNK/NR
------------	---	----	--------------	---	--------

Instrument	-	151	Last 90 Days	-	200
------------	---	-----	--------------	---	-----

Multi-Eng	-	400
-----------	---	-----

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LEVEL FLIGHT AT 9000 FT, HE NOTICED SMOKE COMING FROM UNDER THE INSTRUMENT PANEL, FOLLOWED BY A VIBRATION FOR 15 TO 20 SECONDS. HE DIVERTED AND LANDED AT LOUISVILLE, KY WITHOUT FURTHER INCIDENT. AN EXAMINATION REVEALED THAT THE RUDDER TRIM TAB ACTUATOR ARM HAD SEPARATED FROM THE TAB. ALSO, THE TAB AND MOST OF THE RUDDER HAD SEPARATED FROM THE VERTICLE STABILIZER. MAINTENANCE HAD BEEN PERFORMED IN THE AREA OF THE RUDDER TRIM TAB ACTUATOR ARM ATTACH AREA. FOUR POPPED RIVETS HAD BEEN USED TO ATTACH A SKIN PATCH (UNDER THE RUDDER TRIM TAB BRACKET). EIGHT RIVETS WERE USED TO ATTACH THE BRACKET TO THE TRIM TAB. NONE OF THE 12 RIVETS MET THE STANDARD OF DEFORMING/EXPANDING THE RIVET TO 1 AND 1/2 TIMES THE ORIGINAL DIAMETER. AN EXAMINATION OF THE LOGBOOKS FAILED TO REVEAL WHEN THE MAINTENANCE WAS PERFORMED.

Brief of Accident (Continued)

File No. - 732

4/25/82

LOUISVILLE, KY

A/C Reg. No. N1227P

Time (Lc1) - 1645 EDT

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

Finding(s)

1. FUSELAGE, CREW COMPARTMENT - SMOKE
2. FLIGHT CONTROL, RUDDER TAB ATTACHMENT - FAILURE, PARTIAL
3. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
4. FLIGHT CONTROL, RUDDER - VIBRATION
5. FLIGHT CONTROL, RUDDER - SEPARATION
6. FLIGHT CONTROL, RUDDER TAB SURFACE - SEPARATION
7. FLIGHT TO ALTERNATE DESTINATION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 691 1/19/82 SHREVEPORT, LA A/C Reg. No. N6510S Time (Lcl) - 1315 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

0

0

-----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/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/012 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 30000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STILLWATER, OK

Destination

SHREVEPORT, LA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SHREVEPORT REGIONAL

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 548

Make/Model- 26

Instrument- 108

Multi-Eng - 17

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED STILLWATER, OK AT 0950 CST ON A FLIGHT TO MCALISTER, OK. WHILE AIRBORNE, HE AMENDED HIS DESTINATION TO SHREVEPORT, LA WITH AN ESTIMATED ARRIVAL TIME OF 1251 CST. ON HIS FLIGHT PLAN, HE ESTIMATED 3 HOURS OF FUEL ON BOARD. AT 1253 CST, THE ENGINE LOST POWER WHEN THE AIRCRAFT WAS ABOUT TWO MILES FROM THE AIRPORT AT SHREVEPORT. A CRASH LANDING WAS MADE AT AN INTERSECTION OF A STREET AND A HIGHWAY. AN INSPECTION OF THE FUEL SYSTEM REVEALED THAT 2.1 GALLONS OF FUEL WERE REMAINING. THE AIRCRAFT'S FUEL CAPACITY WAS 26 GALLONS WITH 3.5 GALLONS OF UNUSABLE FUEL.

Brief of Accident (Continued)

File No. - 691

1/19/82

SHREVEPORT, LA

A/C Reg. No. N6510S

Time (Lc1) - 1315 CST

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

Finding(s)

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

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 638 2/25/82 EUNICE, LA A/C Reg. No. N100CA Time (Lcl) - 1400 CST

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

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

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

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTSIO-520-H	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - RADIO	ABBEVILLE, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	EUNICE, LA	EUNICE AIRPORT
Wind Dir/Speed- 030/011 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 3.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 75
Cloud Conditions(1st) - 1700 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6215
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 85
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1160
		Multi-Eng - 2500
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 160
		Rotorcraft - 1980

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

SHORTLY AFTER TOUCHDOWN DURING A LANDING. THE LEFT MAIN GEAR COLLAPSED. THE AIRCRAFT THEN VEERED OFF THE LEFT SIDE OF THE RUNWAY AND STRUCK A DITCH. THE RIGHT MAIN AND NOSE GEAR COLLAPSED AFTER STRIKING THE DITCH. AN EXAMINATION OF THE LEFT GEAR REVEALED THAT A BOLT IN THE LEFT BELLCRANK ASSEMBLY, PN 5041001-5, HAD SHEARED. ALSO, ONE EAR OF THE LOWER CLEVIS ON THE BELLCRANK HAD BROKEN. METALLURGICAL EXAMINATION REVEALED THAT THE FRACTURE CHARACTERISTICS WERE INDICATIVE OF AN OVERSTRESS SEPARATION. RESEARCH OF THE CESSNA 421B LANDING GEAR SYSTEM REVEALED THAT THIS TYPE OF FAILURE COULD OCCUR IF THE LANDING GEAR MECHANISM IS IMPROPERLY RIGGED. HOWEVER, NO DETERMINATION WAS MADE CONCERNING THE ADEQUACY OF THE AIRCRAFT INSPECTIONS.

Brief of Accident (Continued)

File No. - 638

2/25/82

EUNICE, LA

A/C Reg. No. N100CA

Time (Lc1) - 1400 CST

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - DITCH

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

Finding(s)

4. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 642 1/24/82 TAUNTON, MA A/C Reg. No. N80420 Time (Lcl) - 0230 EST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
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 - UNK/NR	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- GROUND FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 51
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT TOOK OFF AT NIGHT ON AN UNSUPERVISED PLEASURE FLIGHT. HIS PASSENGER DID NOT HOLD ANY TYPE OF PILOT CERTIFICATE. AFTER TAKEOFF, THE PILOT ENCOUNTERED FOG. HE USED THE NBD FOR ORIENTATION AND WAS ABLE TO RETURN TO THE AIRPORT. HE REPORTED OBTAINING VISUAL CONTACT WITH THE RUNWAY AFTER DESCENDING TO 500 FT, BUT WAS TOO HIGH TO LAND. THE PILOT STATED THAT HE STARTED TO MAKE A 360 DEGREE TURN AND DESCEND. HOWEVER, AS HE WAS MAKING THE TURN, HE ENTERED ANOTHER FOG BANK, BECAME DISORIENTED, AND CRASHED INTO TREES.

Brief of Accident (Continued)

File No. - 642

1/24/82

TAUNTON,MA

A/C Reg. No. N80420

Time (Lc1) - 0230 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

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

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 667 2/10/82 PLYMOUTH,MA A/C Reg. No. N84330 Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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- 320/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW BEDFORD,MA
Destination
PLYMOUTH,MA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PLYMOUTH COUNTY
Runway Ident - 33
Runway Lth/Wid - 2500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	-	509	Last 24 Hrs	-	1
Make/Model-	230		Last 30 Days-	UNK/NR	
Instrument-	126		Last 90 Days-	28	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ENTERING THE TRAFFIC PATTERN, THE PILOT COMPLETED HIS PRELANDING CHECKLIST WHILE OPPOSITE OF THE NUMBERS ON DOWNWIND. AFTER TURNING TO FINAL APPROACH, THERE WAS A LOSS OF ENGINE POWER. HE STATED THAT HE REACHED DOWN AND SWITCHED THE FUEL SELECTOR WITHOUT LOOKING AT IT WHILE ATTEMPTING TO RESTART THE ENGINE. WITH WINDS GUSTING TO 20 KNOTS, HE WAS UNABLE TO GLIDE TO THE RUNWAY. HE MANEUVERED TO ALIGN THE AIRCRAFT WITH THE DIRECTION AND CONTOUR OF A ROAD FOR LANDING. HOWEVER, DURING THE LANDING, THE WING TIPS STRUCK SMALL TREES. AFTER THE MISHAP, THE FUEL SELECTOR WAS FOUND IN THE OFF POSITION. THE PILOT DID NOT REMEMBER TURNING IT OFF. THE ENGINE RAN NORMALLY DURING A SUBSEQUENT OPERATIONAL CHECK. THE ENGINE WAS TESTED TO SEE HOW LONG IT WOULD RUN AFTER THE FUEL SELECTOR WAS TURNED OFF. AT 2100 RPM, IT CONTINUED OPERATING FOR ABOUT 45 SECONDS. AT 1200 TO 1500 RPM, IT CONTINUED RUNNING ABOUT 70 SECONDS.

Brief of Accident (Continued)

File No. - 667

2/10/82

PLYMOUTH,MA

A/C Reg. No. N84330

Time (Lc1) - 1330 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 758 5/13/82 NORTH ANDOVER, MA A/C Reg. No. N15878 Time (Lc1) - 1930 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	LAWRENCE
Wind Dir/Speed- UNK/NR		Runway Ident - 05
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Cloud Conditions(1st) - NONE	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Approach Flown - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 23
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE AIRCRAFT BOUNCED AND TOUCHED DOWN ON THE CENTER OF RUNWAY 05. WHEN THE NOSEWHEEL WAS LOWERED THE AIRCRAFT SWERVED TO THE RIGHT. ACCORDING TO THE PILOT, MANIPULATION OF THE RUDDER PEDALS FAILED TO CHANGE THE DIRECTION OR RATE OF TURN OF THE AIRCRAFT WHICH RAN OFF THE RUNWAY INTO A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 758

5/13/82

NORTH ANDOVER, MA

A/C Reg. No. N15878

Time (Lc1) - 1930 EDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 682 3/14/82 LUSBY, MD

A/C Reg. No. N159TC

Time (Lc1) - 1610 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None

Type of Operation - INSTRUCTIONAL - SOLO

Fire Crew 0

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

Flight Conducted Under -14 CFR 91

NONE Pass 0

	0	0	0	0
--	---	---	---	---

Accident Occurred During -LANDING

Other 0 0 0 0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - NO -N/A

Max Gross Wt - 1670

Number Engines - 1

Stall Warning System - YES

No. of Seats - 2

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

Rated Power - 110 HP

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Itinerary

Last Departure Point
LANCASTER, PA
Destination
LEONARDTOWN, MD

Airport Proximity

OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

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 - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	-	47	Last 24 Hrs -	5
Make/Model-	30	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	6	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ON A CROSS-COUNTRY FLIGHT FROM LEONARDTOWN, MD TO CUMBERLAND, MD TO LANCASTER, PA AND THEN RETURN TO LEONARDTOWN. BEFORE TAKEOFF, THE STUDENT WAS INSTRUCTED TO REFUEL AT CUMBERLAND OR LANCASTER BEFORE CONTINUING. THE STUDENT STATED THAT HE HAD REQUESTED SERVICES AT LANCASTER, BUT HE RECEIVED NO FUEL. HE CHECKED THE FUEL GAUGES. REPORTEDLY, THE LEFT AND RIGHT GAUGES INDICATED 3/4 AND 3/8 FULL, RESPECTIVELY. THE STUDENT CHECKED THE FUEL TANKS AND BELIEVED THE FUEL GAUGES WERE APPROXIMATELY CORRECT. HOWEVER, WHILE ON THE LAST LEG OF THE CROSS-COUNTRY FLIGHT, THE ENGINE LOST POWER. DURING A FORCED LANDING, THE AIRCRAFT HIT A CONCRETE OBJECT AND OVERTURNED. THE 300 PLUS MILE FLIGHT WOULD HAVE TAKEN ABOUT 5 HOURS AND 50 MINUTES TO FLY. THIS WOULD HAVE REQUIRED ABOUT 28 GALLONS OF FUEL. THE USEFUL FUEL LOAD OF THE AIRCRAFT WAS 24.5 GALLONS. NO FUEL WAS PURCHASED EN ROUTE.

Brief of Accident (Continued)

File No. - 682

3/14/82

LUSBY, MD

A/C Reg. No. N159TC

Time (Lcl) - 1610 CST

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - ERRATIC
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

----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. - 656 3/28/82 WESTMINSTER, MD A/C Reg. No. N2490T Time (Lcl) - 1413 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
WESTMINSTER, MD
Destination
GAITHERSBURG, MD

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CARROLL COUNTY
Runway Ident - 34
Runway Lth/Wid - 2930/ 40
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 98	Last 24 Hrs - 0
Make/Model-	25	Last 30 Days- 8
Instrument-	6	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AFTER TAKEOFF FROM A 2930 FT RUNWAY WITH FOUR OCCUPANTS ON BOARD. THE AIRCRAFT WEIGHT WAS NOT KNOWN, BUT WAS ESTIMATED TO BE 2334 LBS DURING TAKEOFF. THERE WAS A LIGHT WIND FROM THE WEST AND THE TEMPERATURE WAS 42 DEGREES FAHRENHEIT. WITNESSES WHO OBSERVED THE TAKEOFF ROLL STATED THAT THE ENGINE SOUNDED NORMAL, BUT THE AIRCRAFT DID NOT BECOME AIRBORNE UNTIL 2200 TO 2700 FT DOWN THE RUNWAY. REPORTEDLY, THE AIRCRAFT CLIMBED NO HIGHER THAN 100 TO 150 FT AGL, THEN DISAPPEARED FROM THEIR VIEW ABOUT A MILE FROM THE RUNWAY. A PILOT THAT WAS LANDING IN ANOTHER PLANE OBSERVED THE AIRCRAFT TURN LEFT ABOUT 80 DEGREES DURING A LOW AND SLOW DEPARTURE. THE AIRCRAFT STRUCK TREES ABOUT 1.5 MILES FROM THE END OF THE RUNWAY AND LEFT OF ITS CENTERLINE. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE. RELATIVES AND ACQUAINTANCES OF THE PILOT COULD NOT RECALL THE PILOT PREVIOUSLY OPERATING THE AIRCRAFT WITH FOUR ADULTS ON BOARD.

Brief of Accident (Continued)

File No. - 656

3/28/82

WESTMINSTER, MD

A/C Reg. No. N2490T

Time (Lc1) - 1413 EST

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 792 5/16/82 CHURCHVILLE, MD A/C Reg. No. N6003M Time (Lcl) - 1430 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0
Other 0

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

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/006 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
BALTIMORE, MD
Destination
CHURCHVILLE, MD

Airport Proximity
ON AIRPORT

Airport Data

HARFORD CNTY IND AIR PARK
Runway Ident - 10
Runway Lth/Wid - 2000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - BE-77

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	171
Last 24 Hrs	1
Make/Model-	12
Last 30 Days-	3
Instrument-	3
Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LOWERED THE NOSE OF THE AIRCRAFT DURING THE APPROACH TO EXPEDITE HIS TOUCHDOWN. HE ALSO STATED THAT HE DID NOT APPLY BRAKES IMMEDIATELY BECAUSE THE AIRCRAFT WAS NOT FIRMLY ON THE GROUND. WHEN HE REALIZED HE WOULD BE UNABLE TO STOP ON THE RUNWAY IT WAS TOO LATE TO GO-AROUND. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 792

5/16/82

CHURCHVILLE, MD

A/C Reg. No. N6003M

Time (Lc1) - 1430 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 640 2/14/82 NEW GLOUCESTER, ME A/C Reg. No. N4393C Time (Lcl) - 1345 EST

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

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

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

Make/Model - AERONCA 7EC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKI	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3500 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 - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 95
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 6
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW THE SKI EQUIPPED AIRCRAFT TO A FROZEN LAKE WHERE HE MET TWO FRIENDS WHO WERE ICE FISHING. LATER, AFTER HE VISITED WITH HIS FRIENDS AND HAD GIVEN EACH OF THEM A RIDE IN THE AIRCRAFT, THE PILOT TOOK OFF AGAIN. AFTER TAKEOFF, THE PILOT TURNED BACK AT LOW ALTITUDE AND FLEW OVER THE VICINITY OF HIS FRIENDS OTHER FISHERMEN SAW THE PILOT WAVE AS HE FLEW BY. SEVERAL WITNESSES REPORTED THAT THE PILOT WAS AT OR BELOW TREE LEVEL AS HE FLEW BACK OVER THE FROZEN LAKE. HE WAS OBSERVED TO TURN TOWARD TALL TREES AT THE SHORELINE, THEN PULL UP AS IF TO CLIMB OVER THE TREES. SUDDENLY, THE NOSE DROPPED AND THE PLANE IMPACTED ON THE ICE. THE WITNESSES REPORTED THAT THE ENGINE SEEMED TO OPERATE NORMALLY UNTIL IMPACT. A CANVAS POUCH WITH MARIJUANA, HASHISH, AND COCAINE WAS FOUND IN THE PILOT'S COAT POCKET. A TOXICOLOGICAL TEST OF THE PILOT'S BLOOD REVEALED .042 PER CENT ALCOHOL BUT NO DRUGS. THIS TEST WOULD NOT HAVE IDENTIFIED MARIJUANA.

Brief of Accident (Continued)

File No. - 640

2/14/82

NEW GLOUCESTER, ME

A/C Reg. No. N4393C

Time (Lcl) - 1345 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOW COVERED
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - ICY

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 610 3/06/82 FREEMONT, MI

A/C Reg. No. N7661Q

Time (Lcl) - 1515 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass
Other

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

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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

FREMONT MUNICIPAL
Runway Ident - 18
Runway Lth/Wid - 5500/ 100
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	10000
Last 24 Hrs	3
Last 30 Days	UNK/NR
Last 90 Days	90
Make/Model	500
Instrument	565
Multi-Eng	500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS A RATED PILOT ON HIS FIRST INSTRUCTIONAL FLIGHT IN THIS AIRCRAFT. AFTER A PRACTICE ABORTED TAKEOFF, THE STUDENT APPLIED POWER TO START ANOTHER TAKEOFF. AT ABOUT THIS TIME, THE AIRCRAFT VEERED TO THE RIGHT. THE INSTRUCTOR APPLIED LEFT RUDDER AND CALLED FOR THE STUDENT TO CUT THE POWER; HOWEVER THE AIRCRAFT CONTINUED TO THE RIGHT AND STRUCK A SNOWBANK. DURING AN INVESTIGATION, THE RIGHT ENGINE WAS OPERATIONALLY CHECKED. WITH THE FUEL BOOST PUMPS OFF, IT FUNCTIONED NORMALLY. HOWEVER, WITH THE BOOST PUMP SWITCH IN THE HIGH POSITION, THE ENGINE WOULD NOT RESPOND PROPERLY WHEN THE THROTTLE WAS RETARDED FROM A HIGH POWER SETTING AND THEN RE-ADVANCED. THE FUEL FLOW REMAINED HIGH AND BLACK EMISSIONS CAME FROM THE EXHAUST SYSTEM. WHEN THE THROTTLE WAS RETARDED, THE ENGINE WOULD STOP RUNNING. THE LEFT ENGINE OPERATED NORMALLY DURING THE SAME CHECK. THE INSTRUCTOR SUSPECTED A MALFUNCTION OF THE FUEL PUMP PRESSURE SWITCH.

Brief of Accident (Continued)

File No. - 610

3/06/82

FREEMONT,MI

A/C Reg. No. N7661Q

Time (Lcl) - 1515 EST

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

Finding(s)

1. FUEL INJECTION CONTROL - UNDETERMINED
-

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

Finding(s)

2. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
 3. ABORTED TAKEOFF - DELAYED - DUAL STUDENT
-

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

Finding(s)

4. TERRAIN CONDITION - WET
 5. TERRAIN CONDITION - SNOWBANK
-

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

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

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. - 741 4/13/82 GAYLORD, MI A/C Reg. No. N8691E Time (Lcl) - 2330 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DETROIT, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GAYLORD, MI	OTSEGO COUNTY
Wind Dir/Speed - 320/003 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
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 - NIGHT (BRIGHT)		

-----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 - 1000
SE LAND, ME LAND	Months Since - 20	Make/Model - 230
	Aircraft Type - PA-34	Instrument - 300
		Multi-Eng - 230
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT VISUAL APPROACH THE AIRCRAFT LANDED ABOUT 90 FT SHORT OF THE RUNWAY. THE AIRCRAFT SLID ACROSS THE GROUND ONTO THE RUNWAY PAVEMENT AND SWERVED TO THE RIGHT STRIKING A RUNWAY LIGHT AND ENDING UP ON A SNOWBANK.

Brief of Accident (Continued)

File No. - 741

4/13/82

GAYLORD,MI

A/C Reg. No. N8691E

Time (Lc1) - 2330 EST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 748

4/14/82

PLYMOUTH, MI

A/C Reg. No. N2263D

Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
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 - RAND K.R.1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 1

Eng Make/Model - V.W. 1600
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 10 LBS THRUST

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- 110/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
PLYMOUTH

Runway Ident - 18
Runway Lth/Wid - 2500 -UNK/NR
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 - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 843	Last 24 Hrs - 0
Make/Model- 195	Last 30 Days- 10
Instrument- 7	Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF ROLL THE LEFT UPWIND WING LIFTED AND THE PILOT LOST DIRECTIONAL CONTROL. THE AIRCRAFT SWERVED TO THE RIGHT AND STRUCK A PARKED BONANZA, N5587D, CAUSING SUBSTANTIAL DAMAGE TO BOTH AIRCRAFT. INVESTIGATION REVEALED THAT THE PILOT ATTEMPTED TO TAKEOFF WITH AN ASYMMETRICAL FUEL LOAD CONSISTING OF 6 TO 8 GALLONS OF FUEL IN THE RIGHT TANK AND NONE IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 748

4/14/82

PLYMOUTH, MI

A/C Reg. No. N2263D

Time (Lcl) - 1630 EDT

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

Finding(s)

1. FLUID, FUEL - ASYMMETRICAL
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 751 5/20/82 WYOMING,MI

A/C Reg. No. N1533N

Time (Lcl) - 1920 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
ON GROUND

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

Make/Model - BALLONWORK FIREFLY-7
Landing Gear - N/A
Max Gross Wt - 2080
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/010 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 4400 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WYOMING,MI

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

Age - 37

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - BALLON

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 1059

Make/Model- 1059

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 19

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO TAKEOFF FROM A PARKING LOT. HE STATED THAT WHEN THE BALLOON WAS ABOUT 15 FEET FROM THE GROUND A GUST OF WIND PUSHED THE BALLOON DOWN INTO SOME TREES AND AN APARTMENT HOUSE.

Brief of Accident (Continued)

File No. - 751

5/20/82

WYOMING,MI

A/C Reg. No. N1533N

Time (Lc1) - 1920 EDT

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 750 5/24/82 WHITE CLOUD, MI A/C Reg. No. N2992J Time (Lcl) - 1800 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

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 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/NO

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 090/001 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

WHITE CLOUD

Runway Ident - 17

Runway Lth/Wid - 2900/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 17

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 13

Make/Model- 13

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED HE WAS TOO HIGH ON FINAL APPROACH SO HE ATTEMPTED A GO-AROUND. AS HE APPLIED POWER, THE NOSE INCREASED IN PITCH ATTITUDE AND THE EMPENNAGE STRUCK THE RUNWAY. THE AIRCRAFT STARTED TO TURN TO THE LEFT, THE LEFT WING STRUCK THE RUNWAY FOLLOWED BY THE RIGHT WING. THE NOSE GEAR THEN COLLIDED WITH THE RUNWAY AND COLLAPSED.

Brief of Accident (Continued)

File No. - 750

5/24/82

WHITE CLOUD, MI

A/C Reg. No. N2992J

Time (Lc1) - 1800 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. PROPER ALTITUDE - ABOVE - PILOT IN COMMAND
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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. - 632 3/11/82 CAMBRIDGE, MN A/C Reg. No. N1120F Time (Lcl) - 1345 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 135/006 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PRINCETON, MN
Destination
CAMBRIDGE, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

CAMBRIDGE MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 75
Make/Model- 16
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING ON RUNWAY 16, THE AIRCRAFT RAN OFF THE RIGHT SIDE OF THE RUNWAY. IT HIT A SNOWBANK, AND BOTH WING SPARS WERE BENT.

Brief of Accident (Continued)

File No. - 632

3/11/82

CAMBRIDGE, MN

A/C Reg. No. N1120F

Time (Lcl) - 1345 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 615 3/15/82 BREMEN TOWNSHIP, MN A/C Reg. No. N5643B Time (Lcl) - 1535 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 090/005 KTS

Visibility - 1.0 SM

Cloud Conditions(1st) - 500 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INTERNATIONAL FALLS, MN

Destination
MINNEAPOLIS, MN

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 - 43

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 948

Make/Model- 600

Instrument- 122

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VFR FLIGHT, THE PILOT ENCOUNTERED DETERIORATING WEATHER AND ELECTED TO MAKE A PRECAUTIONARY LANDING ON A SNOW COVERED, CULTIVATED FIELD. THE PILOT REPORTED THAT DURING A SOFT FIELD APPROACH FOR LANDING, THE AIRCRAFT FLIPPED OVER WHEN IT CONTACTED THE SNOW.

Brief of Accident (Continued)

File No. - 615

3/15/82

BREMEN TOWNSHIP, MN

A/C Reg. No. N5643B

Time (Lc1) - 1535 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - SNOW COVERED
6. TERRAIN CONDITION - SOFT

-----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. - 725 4/21/82 CLIMAX SPRINGS, MO A/C Reg. No. N9639R Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -BUSINESS	Fire	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0
Accident Occurred During -MANEUVERING		0	0	0

-----Aircraft Information-----

Make/Model - BEECH B95	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4100	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	CAMDENTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY, KS	Runway Ident - N/A
Wind Dir/Speed- 040/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 25000 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2486
SE LAND, ME LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APPROXIMATELY 8 MIN AFTER TAKEOFF THE ACFT WAS OBSERVED AT A VERY LOW ALTITUDE. IT STARTED A RIGHT TURN THAT GRADUALLY STEEPENED UNTIL THE WINGS WERE ALMOST VERTICAL. AFTER ALMOST TWO TURNS THE WINGS LEVELED FOR AN INSTANT, THEN THE RIGHT WING & NOSE DROPPED & THE ACFT DOVE INTO THE TREES. THE PLT HAD A HISTORY OF A CORONARY ARTERY DISEASE BEGINNING WITH A CORONARY COLLAPSE IN 1962. HE WAS HOSPITALIZED IN 1971 & THE LAST EKG TAKEN PRIOR TO DISCHARGE SHOWED AN UNEQUIVICAL ACUTE HIGH LATERAL INFARCTION. HE WAS ADVISED OF THE HAZARDS & DANGER TO HIS LIFE IF HE SHOULD FLY IN AN AIRPLANE AGAIN. DURING THE FLT PHYSICALS OF 1977, 1979 & 1981 THE PLT MARKED "NO" TO THE MEDICAL RECORD HISTORY QUESTION CONCERNING ANY PREVIOUS HEART TROUBLES. THERE IS NO EVIDENCE THAT THE PLT EVER DISCONTINUED HIS PILOTING ACTIVITIES FOR ANY EXTENDED PERIOD DURING THE PAST 20 YEARS.

Brief of Accident (Continued)

File No. - 725

4/21/82

CLIMAX SPRINGS,MO

A/C Reg. No. N9639R

Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRPLANE HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 788 5/15/82 OSAGE BEECH, MO A/C Reg. No. N208B Time (Lcl) - 0925 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - OTHER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During - LANDING		Other	0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A1B	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 5459	Last 24 Hrs - 0
SE LAND,ME LAND,SE SEA	Months Since - 7	Make/Model- 881	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 78	Last 90 Days- 165
		Multi-Eng - 40	Rotorcraft - 1875

Instrument Rating(s) - UNK/NR

-----Narrative-----

SHORTLY AFTER THE HELICOPTER CLEARED THE HELIPAD THE PILOT NOTICED THAT ALTHOUGH HE HAD THE CYCLIC POSITIONED IN THE FULL FORWARD POSITION AGAINST THE STOP THE AIRSPEED WAS GRADUALLY DECAYING. THE PILOT THEN REMOVED HIS SEATBEAT AND MOVED FORWARD. ALONG WITH CONTINUOUS CHANGES OF POWER THIS ENABLED THE PILOT TO MAINTAIN FLYING SPEED WITH A NOSEUP ATTITUDE. IN THE ATTEMPT TO LAND AT THE HELIPAD, WHICH WAS ADEQUATE FOR NORMAL OPERATIONS BUT NOT MEANT FOR EMERGENCY OPERATIONS, THE PILOT LOST CONTROL OF THE HELICOPTER AND EXECUTED A 180 DEGREE PEDAL TURN. HE THEN ATTEMPTED TO LAND IN A SMALL CLEAR AREA ACROSS A HIGHWAY FROM THE HELIPAD BUT FAILED TO CLEAR A GUARD RAIL WITH THE TAILROTOR. THE PILOT BOTTOMED THE COLLECTIVE AND DEPARTED THE AIRCRAFT DURING THE SECOND CONTACT WITH THE GROUND. THE HELICOPTER EXPLODED AND SLID DOWN AN EMBANKMENT. BOTH THE PILOT AND THE OPERATOR CONCUR THAT THIS ACCIDENT OCCURRED DUE TO AN AFT CENTER OF GRAVITY PROBLEM.

Brief of Accident (Continued)

File No. - 788

5/15/82

OSAGE BEECH,MO

A/C Reg. No. N208B

Time (Lc1) - 0925 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER -

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. OBJECT - FENCE
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 756 5/16/82 HAGERSTOWN, MO A/C Reg. No. N3167V Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
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 - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

WASHINGTON CITY REGIONAL
Runway Ident - 27
Runway Lth/Wid - 5448/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 42 Last 24 Hrs - 1
Make/Model- 42 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APPROACH THE STUDENT PILOT FELT THE AIRCRAFT SINK AND REALIZED SHE WAS NOT GOING TO MAKE THE RUNWAY. SIMULTANEOUSLY POWER WAS APPLIED AND THE NOSE OF THE AIRCRAFT WAS PULLED UP IN AN ATTEMPT TO REACH THE RUNWAY. THE AIRCRAFT STALLED AND NOSED OVER INTO THE GRASS SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 756

5/16/82

HAGERSTOWN,MO

A/C Reg. No. N3167V

Time (Lc1) - 1630 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
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. - 702 5/19/82 KANSAS CITY, MO A/C Reg. No. N82YL Time (Lc1) - 1110 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	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	- HOMEBUILT QUICKIE 2	Eng Make/Model	- REVMaster 2100-DQ	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 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	RICHARDS-GEBAUR
Wind Dir/Speed	- 360/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 18
Cloud Conditions(1st)	- 1500 FT SCATTERED	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	Type of Clearance	- 9000/ 150
Obstructions to Vision	- NONE	- UNK/NR	Runway Surface
Precipitation	- NONE	Type Approach Flown	- CONCRETE
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total -	569
SE LAND	Months Since - 24	Make/Model-	1
	Aircraft Type - UNK/NR	Instrument-	78
		Last 24 Hrs -	0
		Last 30 Days-	UNK/NR
		Last 90 Days-	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING/TOUCHDOWN THE AIRCRAFT BOUNCED BACK INTO THE AIR. THE PILOT ELECTED TO DECREASE POWER AND THE AIRCRAFT LANDED HARD AND GROUND LOOPED.

Brief of Accident (Continued)

File No. - 702

5/19/82

KANSAS CITY,MO

A/C Reg. No. N82YL

Time (Lcl) - 1110 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE 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 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN 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) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 755 5/20/82 COLUMBIA,MO A/C Reg. No. N6527W Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

E.W.COTTON WOODS MEMORIAL
Runway Ident - 36
Runway Lth/Wid - 2400/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 80 Last 24 Hrs - 0
Make/Model- 80 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO ABNORMAL ENGINE SOUNDS THE PILOT ELECTED TO ABORT THE TAKEOFF. THE AIRCRAFT COULD NOT BE STOPPED ON THE REMAINING RUNWAY AND ROLLED INTO A DITCH. THE PILOT STATED THAT DURING HIS PREFLIGHT HE WAS UNABLE TO REMOVE ALL THE WATER IN THE FUEL BY DRAINING THE SUMPS.

Brief of Accident (Continued)

File No. - 755

5/20/82

COLUMBIA, MO

A/C Reg. No. N6527W

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. FUEL SYSTEM - WATER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 669 1/17/82 PICAYUNE, MS A/C Reg. No. N654T Time (Lcl) - 0539 CST

-----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

ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH F50
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 6

Eng Make/Model - LYCOMING GSO-480-B1B6
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 340 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
JAMAICA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PICAYUNE-PEARL RIVER CNTY
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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 755	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TOOK OFF DURING DARKNESS WITH A SINGLE-ENGINE PILOT IN THE PILOT-IN-COMMAND (PIC) POSITION AND A MULTI-ENGINE INSTRUCTOR PILOT IN THE COPILOT (CP) POSITION. THE PIC HAD A FULL SET OF CONTROLS (WHEN THE YOKE WAS ON HIS SIDE); HOWEVER, THERE WERE NO RUDDER PEDALS FOR THE CP. AFTER TAKEOFF, THE PLANE CRASHED IN A NOSE LOW, 90 DEG LEFT BANK, ATTITUDE. A WITNESS REPORTED THAT THE PROPELLERS SOUNDED LIKE THEY WERE OUT OF PITCH DURING TAKEOFF. THE LANDING GEAR WAS FOUND IN THE EXTENDED POSITION. THE YOKE WAS FOUND ON THE CP SIDE. THE LEFT PROPELLER BLADES WERE BENT AFT AND 2 OF THE BLADES WERE FOUND IN THE NORMAL HIGH PITCH POSITION. AN EXAMINATION OF THE LEFT ENGINE REVEALED 6 OF 6 CYLINDERS HAD LOW COMPRESSION. THE SUPERCHARGER WAS WORN, THE IMPELLER PARTIALLY DISINTEGRATED FROM RUBBING ON ITS HOUSING, AND THE IMPELLER DRIVE SHAFT WAS BENT AND HAD BEEN OVERHEATED. THE AIRCRAFT DID NOT HAVE A CURRENT ANNUAL INSPECTION. THERE WAS EVIDENCE THE PIC WAS UNDER PRESSURE TO COMPLETE THE ITINERARY.

Brief of Accident (Continued)

File No. - 669

1/17/82

PICAYUNE,MS

A/C Reg. No. N654T

Time (Lc1) - 0539 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,RING - WORN
2. ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
3. AIRCRAFT/EQUIPMENT,INADQT COMPLIANCE DETERMINATION - COMPANY/OPERATOR MGMT
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
5. IMPROPER DECISION,PRESSURE - PILOT IN COMMAND
6. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,PARTIAL
7. FLUID,OIL - STARVATION
8. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

9. LIGHT CONDITION - DARK NIGHT
10. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
13. VMC - NOT MAINTAINED - PILOT IN COMMAND
14. RELINQUISHING OF CONTROL - IMPROPER - PILOT IN COMMAND
15. FLT CONTROL SYST,RUDDER CONTROL - FAILURE,TOTAL
16. DIRECTIONAL CONTROL - NOT POSSIBLE - COPILOT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,10,11,12,13,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 681 4/08/82 BROOK HAVEN, MS A/C Reg. No. N6444B 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 -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
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 - 145 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- 300/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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 - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 32
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT VISUALLY CHECKED THE FUEL LEVEL BEFORE TAKEOFF AND ESTIMATED THAT HE HAD 15 TO 16 GALLONS REMAINING. SINCE THE FLIGHT WAS PLANNED FOR 30 TO 45 MINUTES, NO FUEL WAS ADDED. HOWEVER, AFTER FLYING FOR 30 TO 35 MINUTES, THE ENGINE LOST POWER. THE PILOT LANDED IN A PASTURE, BUT WAS FORCED TO STEER THE AIRCRAFT TOWARD TREES TO AVOID HITTING COWS. THE PLANE STRUCK TWO TREES AND A FENCE AND WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED THERE WAS ONLY TRACES OF FUEL REMAINING IN THE FUEL TANKS. THE PILOT SUSPECTED THAT FUEL HAD DRAINED FROM THE AIRCRAFT. SOME BEADS OF FUEL WERE PRESENT ON THE GASCOLATOR DRAIN, BUT THERE WAS NO EVIDENCE OF A LARGE FUEL LEAK. A CHECK OF THE FUEL GAUGES REVEALED THAT THE RIGHT GAUGE INDICATED THE TANK WAS EMPTY, BUT THE LEFT GAUGE WAS READING BETWEEN 1/4 FULL AND EMPTY.

Brief of Accident (Continued)

File No. - 681

4/08/82

BROOK HAVEN,MS

A/C Reg. No. N6444B

Time (Lcl) - 1730 EST

Occurrence #1. LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - ERRATIC
 3. FLUID,FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 783 5/03/82 GREENWOOD, MS A/C Reg. No. N8617L Time (Lc1) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
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-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 360/002 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

Age - 29

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2129	Last 24 Hrs	- 0
Make/Model-	76	Last 30 Days-	UNK/NR
Instrument-	16	Last 90 Days-	130

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SMELLED AN ODOR SIMILAR TO BURNING RUBBER FOLLOWED BY A LOSS OF OIL PRESSURE. DURING THE ATTEMPTED FORCED LANDING THE RIGHT WING CONTACTED A FENCE CAUSING SUBSTANTIAL DAMAGE. EXAMINATION OF THE ENGINE LOGBOOK REFLECTED INSTALLATION OF NEW PISTONS, VALVES, OIL PUMP, CAMSHAFT, ETC., BUT DID NOT STATE NEW CONNECTING RODS WERE INSTALLED DURING OR SINCE THE LAST OVERHAUL. THE NUMBER FOUR CONNECTING ROD WAS FOUND SEPARATED AT ABOUT THE SHANK MIDPOINT.

Brief of Accident (Continued)

File No. - 783

5/03/82

GREENWOOD,MS

A/C Reg. No. N8617L

Time (Lcl) - 0930 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 693 4/15/82 WORDEN, MT A/C Reg. No. N3415D Time (Lcl) - 1330 MST

-----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 170B	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - 5000 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FORSYTH, MT</p> <p>Destination BILLINGS, MT</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>
--	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2705</p> <p>Make/Model- 30</p> <p>Instrument- 40</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 111</p>
--	---	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE CARBURETOR HEAT CONTROL BECAME INOPERATIVE WHILE ON A CROSS-COUNTRY FLIGHT. THE WEATHER CONDITIONS WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE. A DECISION WAS MADE TO LAND IN AN ALFALFA FIELD WHILE THE ENGINE WAS STILL OPERATIVE. ONE PASS WAS MADE OVER THE INTENDED LANDING AREA. DURING A GO-AROUND AND A PATTERN FOR LANDING, THE ENGINE LOST ALL POWER. THE PILOT WAS UNABLE TO GLIDE TO THE INTENDED LANDING AREA AND CRASH LANDED IN THE ONLY AVAILABLE OPEN FIELD.

Brief of Accident (Continued)

File No. - 693

4/15/82

WORDEN,MT

A/C Reg. No. N3415D

Time (Lcl) - 1330 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. CARBURETOR HEAT CONTROL - UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. FUEL SYSTEM,CARBURETOR - ICE
4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

6. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

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) 1,3,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 651 1/10/82 HENDERSON, NC A/C Reg. No. N3688N Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2525
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/016 KTS
Visibility - 37.0 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
ROCKY MOUNT, NC
Destination
STATESBORO, GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
CFI, ATP
SE LAND, ME LAND

GLIDER

Age - 61
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3828 Last 24 Hrs - 0
Make/Model- 20 Last 30 Days- 20
Instrument- 172 Last 90 Days- 56
Multi-Eng - 242

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND HIS WIFE WERE AT 6000 FT ON A VFR CROSS-COUNTRY WHEN HE BECAME UNCONSCIOUS. THE AIRCRAFT WAS EQUIPPED WITH A WING LEVELER AND CONTINUED IN LEVEL FLIGHT WHILE THE PILOT'S WIFE ATTENDED TO HIM. WHEN THE PILOT'S WIFE COULD DO NOTHING MORE FOR HIM, SHE REMOVED HIS GLASSES, WHICH HAD THE MICROPHONE AND EARPHONE ATTACHED, AND PUT THEM ON. SHE CALLED FOR HELP, BUT WAS UNABLE TO RECEIVE A REPLY. SHE STATED THAT THE EARPHONE DID NOT FIT HER EAR AND THE GLASSES WERE TOO WIDE. SHE WAS NOT A PILOT, BUT SHE MANAGED TO CONTROL THE AIRCRAFT WHILE SHE LOOKED FOR AN AIRPORT. AFTER A WHILE, SHE ELECTED TO LAND IN A FIELD. HOWEVER, THE ENGINE STOPPED RUNNING AND THE AIRCRAFT STRUCK A TREE SHORT OF THE INTENDED LANDING AREA. THE FUEL SELECTOR WAS FOUND POSITIONED TO AN EMPTY TANK. THE OTHER TANK STILL CONTAINED FUEL.

Brief of Accident (Continued)

File No. - 651

1/10/82

HENDERSON,NC

A/C Reg. No. N3688N

Time (Lc1) - 1330 EST

Occurrence #1

Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INCAPACITATION (HEART ATTACK) - PILOT IN COMMAND

Occurrence #2

LOSS OF POWER (TOTAL) - NON-MECHANICAL

Phase of Operation APPROACH

Finding(s)

3. FLUID, FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - NOT UNDERSTOOD - PASSENGER

Occurrence #3

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 775

5/16/82

CHARLOTTE, NC

A/C Reg. No. N42102

Time (Lcl) - 1000 EDT

-----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 - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 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
CHERAW, SC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

BROCKENBROUGH
Runway Ident - 32
Runway Lth/Wid - 2491/ 25
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1070
Make/Model- 190
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF ROLL HE TURNED AND REACHED FOR A BAG THAT HAD STARTED TO FALL OUT THE DOOR.
THE RIGHT WING OF THE AIRCRAFT STRUCK THE GROUND CAUSING THE AIRCRAFT TO TURN SIDEWAYS AND COLLAPSE THE GEAR.

Brief of Accident (Continued)

File No. - 775

5/16/82

CHARLOTTE,NC

A/C Reg. No. N42102

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TIE DOWN/SECURITY OF CARGO - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 736 5/30/82 WILLIAMSTON,NC A/C Reg. No. N1615P Time (Lcl) - 1627 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 090/013 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
EDENTON,NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MARTIN COUNTY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	213	Last 24 Hrs -	0
Make/Model-	96	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	9	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE CRUISING AT 11,000 FT THE ENGINE STARTED MISSING AND LOSING POWER. AFTER REPEATED ATTEMPTS TO RESTORE POWER THE PILOT LANDED IN A FIELD. DURING ROLL OUT THE NOSE WHEEL BECAME LODGED IN SOFT SAND AND THE AIRCRAFT TURNED OVER. ENGINE EXAMINATION REVEALED NO COMPRESSION IN THE NUMBER 1 CYLINDER DUE TO VALVE SEPARATION. THE VALVE STEM WAS "SEIZED" IN THE VALVE GUIDE.

Brief of Accident (Continued)

File No. - 736

5/30/82

WILLIAMSTON, NC

A/C Reg. No. N1615P

Time (Lcl) - 1627 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - SEPARATION
2. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT

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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 680 4/23/82 ENDERLIN,ND A/C Reg. No. N1765M Time (Lcl) - 0945 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3112	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 200/020 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 AMES,IA Destination ENDERLIN,ND ATC/Airspace Type of Flight Plan - NONE Type of Clearance - UNK/NR Type Approach Flown - CONTACT	Airport Proximity ON AIRPORT Airport Data SKY HAVEN Runway Ident - 13 Runway Lth/Wid - 2640/ 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 - 10 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 308 Make/Model- 107 Instrument- 3 Multi-Eng - UNK/NR Last 24 Hrs - 3 Last 30 Days- UNK/NR Last 90 Days- 4
--	--	---

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING ON RUNWAY 13, THE AIRCRAFT VEERED OFF THE RUNWAY AFTER TOUCHDOWN, THEN WENT INTO A FRESHLY PLOWED FIELD AND NOSED OVER. THE PILOT ESTIMATED THAT THE WIND WAS FROM 200 DEGREES AT 20 GUSTING 25 KNOTS. THERE WAS A 2640 FT TURF RUNWAY (04/22) ON THE AIRPORT.

Brief of Accident (Continued)

File No. - 680

4/23/82

ENDERLIN,ND

A/C Reg. No. N1765M

Time (Lc1) - 0945 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 724 5/16/82 MINDEN, NE A/C Reg. No. N9927B Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PARACHUTE JUMPING	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR	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	SCHMIDT
Wind Dir/Speed	- 200/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 29
Cloud Conditions(1st)	- 8000 FT SCATTERED	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	Type of Clearance	- 2000/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Approach Flown	- GRASS/TURF
Condition of Light	- DAYLIGHT		Runway Status
			- WET

-----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 - 319	Last 24 Hrs - 0
SE LAND	Months Since - 4	Make/Model - 4	Last 30 Days - UNK/NR
	Aircraft Type - C-172	Instrument - 14	Last 90 Days - 61

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE CARRIED EXTRA POWER DURING THE APPROACH FOR AID IN DIRECTIONAL CONTROL IN THE 10 TO 15 KNOT CROSSWIND. ALTHOUGH THE PILOT APPLIED FULL BRAKES AT TOUCHDOWN ON THE WET SOD RUNWAY, THE AIRCRAFT RAN OFF THE END INTO A DITCH.

Brief of Accident (Continued)

File No. - 724

5/16/82

MINDEN, NE

A/C Reg. No. N9927B

Time (Lcl) - 1630 CDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. TERRAIN CONDITION - WET
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 772 5/18/82 CHADRON, NE A/C Reg. No. N2259J Time (Lc1) - 1805 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING		Other	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	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	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- 135/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

AFTER FLYING 1.2 HOURS WITH AN INSTRUCTOR PILOT THE STUDENT PILOT WAS RELEASED FOR SOLO FLIGHT. THE STUDENT THEN FLEW FOR .7 HOURS BEFORE RUNNING OUT OF FUEL. THE AIRCRAFT NOSED OVER AFTER TOUCHING DOWN IN A PASTURE. THE INSTRUCTOR PILOT STATED THAT THE FUEL QUANTITY IN THE TANKS HAD NOT BEEN VISUALLY CHECKED PRIOR TO TAKE-OFF.

Brief of Accident (Continued)

File No. - 772

5/18/82

CHADRON,NE

A/C Reg. No. N2259J

Time (Lc1) - 1805 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 795 5/19/82 AINSWORTH, NE A/C Reg. No. N5399B Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

-----Aircraft Information-----

Make/Model - 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 - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 140/015 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SIDNEY, NE

Destination

AINSWORTH, NE

Airport Proximity

ON AIRPORT

Airport Data

AINSWORTH MUNI

Runway Ident - 12

Runway Lth/Wid - 5500/ 90

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 20

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 62

Make/Model- 59

Instrument- 1

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO TAXI ON A CLOSED RUNWAY THAT WAS USED TO STORE PILES OF CORN. THE PILOT STATED THAT A GUST OF WIND FORCED THE AIRCRAFT INTO A PILE OF CORN CAUSING SUBSTANTIAL DAMAGE TO THE NOSE GEAR. WIND GUSTS WERE REPORTED TO 22 KNOTS.

Brief of Accident (Continued)

File No. - 795

5/19/82

AINSWORTH, NE

A/C Reg. No. N5399B

Time (Lcl) - 1515 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

3. OBJECT - OBJECT
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 766

5/20/82

TEKAMAH, NE

A/C Reg. No. N7689

Time (Lcl) - 0620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	Pass 0	0	0	0
Accident Occurred During	-LANDING	Other 0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 135/003 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TEKAMAH
Runway Ident - 14
Runway Lth/Wid - 2900-N/A
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4000	Last 24 Hrs	- 2
Make/Model-	55	Last 30 Days-	50
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON THE THIRD SPRAY RUN THE PILOT STATED THAT THE AIRCRAFT ENGINE HAD A LOSS OF POWER. HE ATTEMPTED TO FLY BACK TO THE AIRPORT BUT WAS FORCED TO MAKE AN EMERGENCY LANDING IN AN OPEN FIELD. DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER IN THE SOFT MUD. ENGINE TEARDOWN REVEALED A CAMSHAFT ROLLER, P/N 59-99, FAILED CAUSING A VALVE TO STICK IN THE OPEN POSITION.

Brief of Accident (Continued)

File No. - 766

5/20/82

TEKAMAH, NE

A/C Reg. No. N7689

Time (Lc1) - 0620 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CAMSHAFT - FAILURE, TOTAL
2. ENGINE ASSEMBLY, VALVE - MOVEMENT RESTRICTED
3. ENGINE ASSEMBLY, VALVE - OPEN

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 690 5/29/82 NELIGH, NE A/C Reg. No. N9008T Time (Lc1) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CONTINENTAL MK5A BELL 47	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 045/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1941
SE LAND	Months Since - 2	Make/Model- 50
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 61
		Multi-Eng - 1
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - 1902

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED THE AIRPORT HELIPAD WITH 12 GALLONS OF FUEL. AFTER LANDING IN THE LOADING AREA, HE LEFT THE ENGINE AND SPRAY PUMPS RUNNING TO MIX THE SOLUTION IN HIS SPRAY TANKS. AFTER SPRAYING THE FIELD, HE RAN OUT OF FUEL ABOUT ONE MILE FROM HIS PLANNED TOUCHDOWN POINT ON THE AIRPORT. AN AUTOROTATIVE LANDING WAS MADE IN A SOFT ALFALFA FIELD. AS THE HELICOPTER TOUCHED DOWN, IT STARTED TO NOSE OVER ON THE SOFT GROUND AND THE PILOT APPLIED AFT CYCLIC. THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM AND SEVERED THE BOOM AND DAMAGED THE TAIL ROTOR BLADES.

Brief of Accident (Continued)

File No. - 690

5/29/82

NELIGH,NE

A/C Reg. No. N9008T

Time (Lc1) - 2030 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 641 2/03/82 TOMS RIVER, NJ A/C Reg. No. N9759Q Time (Lcl) - 0430 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	ON-DEMAND AIR TAXI	Aircraft Damage	Fatal	Injuries		
Type of Operation	-NON SCHED, DOMESTIC, FERRY	SUBSTANTIAL		Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - TED SMITH AEROSTAR 600	Eng Make/Model - LYCOMING IO-540-K1J5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BALTIMORE, MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TOMS RIVER, NJ	ROBERT MILLER
Wind Dir/Speed- 040/006 KTS		Runway Ident - 06
Visibility - 2.0 SM	ATC/Airspace	Runway Lth/Wid - 4872/ 80
Cloud Conditions(1st) - 600 FT INDEFINITE	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance - IFR	Runway Status - UNK/NR
Obstructions to Vision- FOG	Type Approach Flown - VOR/TVOR	
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 3901	Last 24 Hrs - 12
ME LAND	Months Since - UNK/NR	Make/Model- 319	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 344	Last 90 Days- 492
		Multi-Eng - 1270	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A VOR APPROACH, HE BROKE OUT AT 600 FT AND GOT THE RUNWAY IN SIGHT. HE REPORTED THAT THE VISIBILITY DROPPED FREQUENTLY, BUT HE WAS ABLE TO KEEP THE RUNWAY IN SIGHT UNTIL HE WAS ABOUT 200 YARDS FROM THE RUNWAY. HE STATED THAT THE VISIBILITY WENT TO ZERO AT THAT POINT. HE INITIATED A MISSED APPROACH, AND AT ABOUT THE SAME TIME, THE AIRCRAFT STRUCK A PINE TREE, BUT CONTINUED FLYING. THE PILOT DECLARED AN EMERGENCY AND REQUESTED RADAR VECTORS TO MCGUIRE AFB. ON THE FIRST APPROACH TO MCGUIRE AFB, THE AIRCRAFT WAS TOO HIGH. A SECOND APPROACH WAS REQUESTED AND A LANDING WAS MADE WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 641

2/03/82

TOMS RIVER, NJ

A/C Reg. No. N9759Q

Time (Lc1) - 0430 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - FOG

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

4. OBJECT - TREE(S)
5. MISSED APPROACH - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 609 2/01/82 LAS CRUCES,NM A/C Reg. No. N2575X Time (Lcl) - 1615 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	2
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA P206	Eng Make/Model - CONTINENTAL IO-520A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ELPASO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS CRUCES,NM	CRAWFORD
Wind Dir/Speed- VARIABLE/020 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6071 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 246
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 48
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 23
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT RECEIVED AN ADVISORY FROM UNICOM TO LAND ON RUNWAY 04. HE REPORTED THAT DURING THE LANDING, HE ENCOUNTERED A VARIABLE, QUARTERING TAILWIND THAT WAS GUSTING TO 30 KNOTS. THE NOSE GEAR ASSEMBLY AND ATTACHING FUSELAGE STRUCTURE WERE SUBSTANTIALLY DAMAGED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 609

2/01/82

LAS CRUCES,NM

A/C Reg. No. N2575X

Time (Lc1) - 1615 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s):

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. WEATHER CONDITION - GUSTS
 6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 672 2/27/82 CLOVIS,NM

A/C Reg. No. N761PK

Time (Lcl) - 1645 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4016
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R
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 - RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALBUQUERQUE,NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

CLOVIS MUNICIPAL
Runway Ident - 21
Runway Lth/Wid - 6000/ 150
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 67

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 490	Last 24 Hrs -	2
Make/Model-	120	Last 30 Days-	UNK/NR
Instrument-	65	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A NORMAL APPROACH, THE AIRCRAFT WAS FLARED HIGH AND BEGAN PORPOISING AFTER TOUCHDOWN. AFTER BOUNCING TWICE, THE NOSE GEAR COLLAPSED AND THE AIRCRAFT SLID TO A STOP ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 672

2/27/82

CLOVIS,NM

A/C Reg. No. N761PK

Time (Lcl) - 1645 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 628 3/03/82 CROWNPOINT,NM A/C Reg. No. N55550 Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ALBUQUERQUE,NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WINDOW ROCK,AZ	CROWNPOINT MUNICIPAL
Wind Dir/Speed- 225/025 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 50
Cloud Conditions(1st) - UNK/NR	Type of Clearance - VFR FLT FOLLOWING	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1360
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 217
	Aircraft Type - UNK/NR	Instrument- 26
		Multi-Eng - 36
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS LANDING TO THE SOUTH WITH A 25 KNOT WIND FROM THE SOUTHWEST. WHILE ON A SHORT FINAL APPROACH, THE AIRCRAFT DRIFTED TO THE LEFT OF THE RUNWAY CENTERLINE. ON TOUCHDOWN, THE LEFT WHEEL ENTERED SOFT DIRT CAUSING THE PLANE TO DRIFT FURTHER LEFT. THE AIRCRAFT THEN COLLIDED WITH A DIRT BERM, COLLAPSING THE NOSE GEAR AND BUCKLING THE ENGINE FIREWALL.

Brief of Accident (Continued)

File No. - 628

3/03/82

CROWNPOINT,NM

A/C Reg. No. N55550

Time (Lcl) - 1630 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - SOFT
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 769 5/01/82 NORTH LAS VEGAS,NV A/C Reg. No. N90764 Time (Lcl) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SIGHTSEEING(NOT PART 135)	Fire	Crew	0	0	0	1
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	- ROBINSON R-22HP	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 120/018 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 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 - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1913	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 10	Make/Model-	9
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	UNK/NR
		Multi-Eng - 904	Last 90 Days- 9
			Rotorcraft - 309

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGER STATED THAT DURING THE APPROACH TO THE LANDING AREA HE NOTICED A DECREASE IN RPM'S AND THAT THE PILOT WAS HAVING DIFFICULTY IN STABILIZING THE AIRCRAFT. HE ALSO NOTED THAT THE HELICOPTER WAS DESCENDING FASTER THAN THE PRIOR APPROACH. DAMAGE CONSISTED OF BROKEN SKIDS AND MAIN ROTOR BLADES, A BENT RIGHT HORIZONTAL STABILIZER, AND DAMAGE TO THE LOWER RIGHT CABIN.

Brief of Accident (Continued)

File No. - 769

5/01/82

NORTH LAS VEGAS,NV

A/C Reg. No. N90764

Time (Lc1) - 1400 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 621 1/08/82 CUTCHOGUE, NY A/C Reg. No. N46681 Time (Lcl) - 1025 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL - DUAL	Fire		Fatal		Injuries	
Flight Conducted Under	-14 CFR 91	NONE		Serious		Minor	None
Accident Occurred During	-LANDING		Crew	0	0	0	1
			Pass	0	0	0	0
			Other	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 2	Rated Power	- 115 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	WESTHAMPTON BEACH, NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 330/015 KTS			Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	ATC/Airspace		Runway Surface	- N/A
Cloud Conditions(1st)	- 3000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- UNK/NR		
Obstructions to Vision	- UNK/NR	Type Approach Flown	- UNK/NR		
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, CFI	Current - YES	Total - 2940	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 5	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 750	Last 90 Days - 20
		Multi-Eng - 2300	Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER EXPERIENCING A PARTIAL LOSS OF ENGINE POWER IN FLIGHT, THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT. HE APPLIED CARBURETOR HEAT, AND HEADED BACK TOWARD THE AIRPORT. THERE WAS A GRADUAL LOSS OF POWER AND THE INSTRUCTOR ELECTED TO LAND IN AN OPEN FIELD. THE FIELD WAS SMALL, AND IN PLACES, IT HAD MUD UP TO ONE FOOT DEEP. DURING THE LANDING, THE AIRCRAFT FLIPPED OVER AFTER ROLLING ABOUT 75 TO 100 FT. AN EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER ONE EXHAUST VALVE ADJUSTING SCREW NUT HAD COME OFF AND JAMMED THE INTAKE VALVE SPRING RESULTING IN A BENT INTAKE VALVE PUSH ROD. ALSO, THE EXHAUST VALVE ADJUSTING SCREW WAS 1 1/4 TURNS FROM COMPLETELY BACKING OFF THE ROCKER ARM. WHEN CHECKED, THE EXHAUST VALVE WOULD NOT OPEN. THE INTAKE VALVE WOULD BARELY OPEN DUE TO THE LARGE CLEARANCE PROVIDED BY THE BENT PUSH ROD.

Brief of Accident (Continued)

File No. - 621

1/08/82

CUTCHOGUE, NY

A/C Reg. No. N46681

Time (Lcl) - 1025 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - LOOSE
 2. ENGINE ASSEMBLY, VALVE - LOOSE
 3. ENGINE ASSEMBLY, VALVE - BENT
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 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) 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. - 657 1/15/82 JAMAICA, NY A/C Reg. No. N341PL Time (Lcl) - 0909 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
COMMUTER	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	2
Flight Conducted Under - 14 CFR 135	NONE	Pass 0	1	2	10
Accident Occurred During - TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - SWEARINGEN SA 226-TC	Eng Make/Model - AIRESEARCH TP-331	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 17	Rated Power - 840 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SCRANTON, PA	JOHN F. KENNEDY INT'L
Wind Dir/Speed- 300/018 KTS	ATC/Airspace	Runway Ident - 31L
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 14572/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - SNOW - COMPACTED
Obstructions to Vision- BLOWING SNOW		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11434
SE LAND, ME LAND	Months Since - 6	Make/Model- 1328
	Aircraft Type - SW-4	Instrument- 1255
		Multi-Eng - 10597
		Last 24 Hrs - 6
		Last 30 Days- 88
		Last 90 Days- 241

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE N341PL STARTED TAKEOFF ON RUNWAY 31L, A BOEING 747 WAS CLEARED TO TAXI SOUTHEAST DOWN THE OUTER/PARALLEL TAXIWAY. THE TAXIWAY WAS 375 FT RIGHT OF THE RUNWAY CENTERLINE. THE 747 STOPPED MOMENTARILY, THEN TURNED 90 DEG LEFT ONTO TAXIWAY KK. MEANWHILE, N341PL WAS CLEARED FOR AND BEGAN TAKING OFF. THE PILOT STATED HE SAW LIGHT SNOW BEHIND THE 747, BUT WAS NOT CONCERNED SINCE THE 747 HAD STOPPED. THE TOWER CONTROLLER AND ANOTHER WITNESS REPORTED AN INCREASING AMOUNT OF SNOW BEHIND THE 747 AS IT TURNED OFF THE OUTER TAXIWAY. AFTER LIFT-OFF THE PILOT REMAINED IN GROUND EFFECT WHILE ACCELERATING TO CLIMB SPEED. HE STATED HE WAS TRAINED TO USE THIS PROCEDURE ON ALL TAKEOFFS. THE PILOT STATED THAT AFTER HE CALLED FOR GEAR RETRACTION, HE ENTERED A WHITEOUT CONDITION, LEVELED HIS WINGS FROM A ROLL, AND ENCOUNTERED A DOWN-DRAFT. THE PLANE EMERGED FROM THE SNOW CLOUD AND STRUCK THE RUNWAY ABOUT 1100 FT BEFORE PASSING BEHIND THE 747. FLIGHT SAFETY INTL STATED THAT DURING GROUND/SIMULATOR TRAINING THEY RECOMMEND A POSITIVE RATE OF CLIMB IN IMC AND AT NIGHT.

Brief of Accident (Continued)

File No. - 657

1/15/82

JAMAICA,NY

A/C Reg. No. N341PL

Time (Lc1) - 0909 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. WEATHER CONDITION - SNOW
 3. WEATHER CONDITION - WHITEOUT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. PROPER CLIMB RATE - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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. - 700 1/31/82 LAKE PLACID, NY A/C Reg. No. N6758B Time (Lcl) - 1315 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	1	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
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- CALM
Visibility - 30.0 SM
Cloud Conditions(1st) - 4500 FT
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

LAKE PLACID
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 195	Last 24 Hrs	- UNK/NR
Make/Model-	170	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 250 FT AGL. AT THAT TIME, THE AIRCRAFT WAS ABOUT HALF WAY DOWN THE 4200 FT RUNWAY. THE PILOT APPLIED CARBURETOR HEAT AND FULL FLAPS WITH THE INTENTION OF LANDING ON THE RUNWAY. AS THE AIRCRAFT TOUCHED DOWN ON THE PACKED, SNOW COVERED RUNWAY, THE ENGINE REGAINED POWER. THE PILOT REPORTED THAT THERE WAS INSUFFICIENT RUNWAY REMAINING TO STOP THE AIRCRAFT WITHOUT STRIKING A HARD PACKED, 10 FT SNOWBANK. THEREFORE, HE ELECTED TO GO-AROUND. DURING CLIMB-OUT, THE ENGINE LOST POWER AGAIN, AND THE PILOT WAS UNABLE TO RETURN TO THE RUNWAY. THE AIRCRAFT CRASH LANDED IN A SNOW COVERED CLEARING NEAR A DUMP ON WOODED, HILLY TERRAIN. AN INVESTIGATION REVEALED NO PRECRASH DISCREPANCIES EXCEPT THAT THE ANNUAL INSPECTION WAS OVERDUE. THE ENGINE RAN SATISFACTORILY DURING AN OPERATIONAL CHECK. THE CARBURETOR WAS DISASSEMBLED AND CHECKED FOR CONTAMINATION. A VERY SMALL PIECE OF ICE WAS FOUND. IT WAS NOTED THAT WATER MAY HAVE ENTERED DUE TO MELTING SNOW IN THE IMPACT AREA.

Brief of Accident (Continued)

File No. - 700

1/31/82

LAKE PLACID, NY

A/C Reg. No. N6758B

Time (Lcl) - 1315 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
2. ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOWBANK
5. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #3 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. MISCELLANEOUS - UNDETERMINED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. TERRAIN CONDITION - SNOW COVERED

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

10. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,4,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 643 3/02/82 LITTLE VALLEY, NY A/C Reg. No. N8690F Time (Lcl) - 1105 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 500
Landing Gear - SKID
Max Gross Wt - 3550
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - .500 SM

Cloud Conditions(1st) - 400 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- BLOWING SNOW

Precipitation - SNOW SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ELLICOTTVILLE, NY

Destination

MAYVILLE, NY

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

HELICOPTER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000 Last 24 Hrs - 4

Make/Model- 700 Last 30 Days- UNK/NR

Instrument- 250 Last 90 Days- 115

Rotorcraft - 4000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ABOUT 10 MINUTES AFTER TAKEOFF IN HEAVY, WET, BLOWING SNOW, THE ENGINE LOST POWER. AT THAT TIME, THE HELICOPTER WAS AT ABOUT 100 FT AGL. AT THE FIRST INDICATION OF A POWER LOSS, THE PILOT INITIATED AND COMPLETED AN AUTOROTATIVE LANDING IN AN OPEN FIELD. DURING TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DOWNWARD AND STRUCK THE TAIL BOOM. THE AUTO REIGNITION FUNCTIONED AND THE ENGINE WAS OPERATING AT THE TIME OF LANDING. AN INVESTIGATION REVEALED THE PARTICLE SEPARATOR HAD BECOME COMPLETELY CLOGGED WITH SNOW. THE PILOT DID NOT RECEIVE ADVANCE WARNING FROM THE PARTICLE SEPARATOR DIFFERENTIAL PRESSURE SENSOR AND COCKPIT WARNING LIGHT SYSTEM. THEREFORE, HE DID NOT MANUALLY RELEASE THE PARTICLE SEPARATOR BYPASS DOOR PRIOR TO THE ENGINE FLAME-OUT.

Brief of Accident (Continued)

File No. - 643

3/02/82

LITTLE VALLEY, NY

A/C Reg. No. N8690F

Time (Lcl) - 1105 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - TURBULENCE
 3. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
 4. WARNING SYSTEM(OTHER) - ERRATIC
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 666 3/26/82 EAST AURORA, NY A/C Reg. No. N757HZ Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Crew	0	0	0
Accident Occurred During	-LANDING		Pass	0	0	0
			Other	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BUFFALO, NY	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- UNK/NR	LOCAL	
Wind Dir/Speed	- 300/016 KTS	ATC/Airspace	Runway Ident
Visibility	- 3.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 1000 FT OVERCAST	Type of Clearance	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- GRAVEL
Obstructions to Vision	- NONE		Runway Status
Precipitation	- SNOW SHOWER		- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 12580
SE LAND,SE SEA,ME LAND	Months Since - 9	Make/Model	- 3000
	Aircraft Type - UNK/NR	Instrument	- 45
		Multi-Eng	- 50
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT IN MARGINAL WEATHER CONDITIONS WITH LIGHT SNOW, THERE WAS A GRADUAL LOSS OF POWER. AT FIRST, THE INSTRUCTOR THOUGHT THE STUDENT HAD THROTTLED BACK AND TOLD HIM TO INCREASE THE POWER. WHEN THE INSTRUCTOR REALIZED THE PROBLEM, HE TOOK THE CONTROLS, BUT WAS UNABLE TO RESTORE THE POWER. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING AN EMERGENCY LANDING IN AN OPEN FIELD. A POST ACCIDENT INSPECTION OF THE AIRCRAFT REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 666

3/26/82

EAST AURORA, NY

A/C Reg. No. N757HZ

Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW
 2. WEATHER CONDITION - ICING CONDITIONS
 3. FUEL SYSTEM, CARBURETOR - ICE
 4. CARBURETOR HEAT - IMPROPER USE OF - 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)

5. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 674 3/30/82 RONKONKOMA, NY A/C Reg. No. N757QC Time (Lcl) - 1230 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MACCARTHUR
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5999/ 150
Cloud Conditions(1st) - 12000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 33
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT WAS ON A LOCAL FLIGHT, THE WIND SHIFTED FROM 240 DEGREES (DOWN THE RUNWAY) TO 180 DEGREES. AFTER RETURNING, THE STUDENT ENTERED THE TRAFFIC PATTERN FOR LANDING ON RUNWAY 24. THE DOWNWIND LEG WAS EXTENDED TO ACCOMMODATE DEPARTING TRAFFIC. WHEN ON A SHORT FINAL APPROACH, THE AIRCRAFT BEGAN DRIFTING RIGHT, WHILE THE STUDENT WAS CORRECTING HIS ALIGNMENT. THE AIRCRAFT CONTACTED THE RUNWAY HARD, BOUNCED, THEN DEPARTED THE RUNWAY. SUBSEQUENTLY, IT STRUCK A RUNWAY LIGHT AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 674

3/30/82

RONKONKOMA,NY

A/C Reg. No. N757QC

Time (Lc1) - 1230 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. WEATHER CONDITION - CROSSWIND
 3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 673 4/21/82 WHITE PLAINS, NY A/C Reg. No. N477FL Time (Lcl) - 1555 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 - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	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 - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	LOCAL	WESTCHESTER COUNTY
Wind Dir/Speed- 320/014 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6550/ 150
Cloud Conditions(1st) - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	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 - 0
	Aircraft Type - N/A	Make/Model- 59
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A LOCAL FLIGHT, THE PILOT LANDED IN WINDS THAT WERE GUSTING TO 20 KNOTS. AT ABOUT THE FLARE POINT, HE FELT THE AIRCRAFT DROP. HE ADDED POWER AND PULLED BACK ON THE YOKE, BUT THE AIRCRAFT BOUNCED ON THE NOSE. THE PROPELLER, NOSE GEAR, ENGINE MOUNT, AND COWLING WERE DAMAGED; HOWEVER, THE PILOT WAS ABLE TO TAXI THE AIRCRAFT OFF OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 673

4/21/82

WHITE PLAINS, NY

A/C Reg. No. N477FL

Time (Lcl) - 1555 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 743 4/23/82 FLUSHING, NY A/C Reg. No. N62382 Time (Lcl) - 1550 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN SNJ-2	Eng Make/Model - P&W R1340	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5340	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 550 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKEWOOD, NJ
Destination
FLUSHING, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

FLUSHING
Runway Ident - 36
Runway Lth/Wid - 2600/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA, ME SEA
HELICOPTER

Age - 48

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10100	Last 24 Hrs	- 1
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	2000	Last 90 Days-	1
Multi-Eng	- 8000	Rotorcraft	- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT PROCEEDED WITHOUT INCIDENT UNTIL THE TAIL WHEEL WAS UNLOCKED DURING THE LANDING ROLL. THE AIRCRAFT DRIFTED TO THE LEFT AND STRUCK A PARKED CHEROKEE. BOTH AIRCRAFT WERE SUBSTANTIALLY DAMAGED. INSPECTION REVEALED THAT RESIDUE OF A RECENT PAINT STRIPPING HAD FALLEN ONTO THE LEFT BRAKE AND LODGED IN A POSITION THAT PREVENTED RELEASE OF THE BRAKE.

Brief of Accident (Continued)

File No. - 743

4/23/82

FLUSHING, NY

A/C Reg. No. N62382

Time (Lcl) - 1550 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - BLOCKED(PARTIAL)
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - OTHER MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 703 5/01/82 FARMINGDALE, NY A/C Reg. No. N8355P Time (Lcl) - 1145 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

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-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. POCONO, PA
Destination
FARMINGDALE, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

FARMINGDALE
Runway Ident - 32
Runway Lth/Wid - 6826/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 620
Last 24 Hrs - 0
Make/Model- 250
Last 30 Days- UNK/NR
Instrument- 100
Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT A GUST OF WIND CAUGHT THE LEFT WING OF THE AIRCRAFT DURING LANDING. THIS RESULTED IN A HARD LANDING AND THE COLLAPSE OF THE RIGHT MAIN AND NOSE GEAR.

Brief of Accident (Continued)

File No. - 703

5/01/82

FARMINGDALE, NY

A/C Reg. No. N8355P

Time (Lc1) - 1145 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - 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) 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. - 757 5/10/82 ENDICOTT,NY

A/C Reg. No. N2483A

Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0
0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

Other

-----Aircraft Information-----

Make/Model - PIPER PA-38-112

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 112 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/012 KTS

Visibility - 45.0 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 - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

TRI-CITIES

Runway Ident - 03

Runway Lth/Wid - 3500/ 100

Runway Surface - ASPHALT

Runway Status - WATER COVERED

-----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 - 33

Last 24 Hrs - 0

Make/Model- 33

Last 30 Days- UNK/NR

Instrument- 1

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL THE AIRCRAFT VEERED TO THE LEFT. THE PILOT STATED THAT HE APPLIED RIGHT RUDDER AND AILERON INTO THE WIND, HOWEVER; THE AICRAFT CONTINUED TO THE LEFT. THE PILOT THEN CLOSED THE THROTTLE AND THE AIRCRAFT COLLIDED WITH RUNWAY LIGHTS CAUSING SUBSTANTIAL DAMAGE TO THE LANDING GEAR, RIGHT WING LEADING EDGE AND THE AIRFRAME.

Brief of Accident (Continued)

File No. - 757

5/10/82

ENDICOTT, NY

A/C Reg. No. N2483A

Time (Lc1) - 1100 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

3. OBJECT - RUNWAY LIGHT
 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) 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. - 753 5/15/82 WEEDSPORT, NY A/C Reg. No. N6642S Time (Lc1) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	0
Accident Occurred During	-LANDING			Other	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150H	Eng Make/Model	- CONTINENTAL D-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MORAVIA, NY</p> <p>Destination</p> <p>WEEDSPORT, NY</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>WHITFORD</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 2860/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SOFT</p>
---	---	--

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 64
	Months Since - N/A	Make/Model- 52
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO CONTACT THE WEEDSPORT AIRPORT ON UNICOM; HOWEVER, THE RADIO HAD BEEN SHUT DOWN WHEN THE AIRPORT CLOSED. WITHOUT THE RUNWAY LIGHTS AVAILABLE THE PILOT ELECTED TO LAND ON RUNWAY 28. THE AIRCRAFT TOUCHED DOWN IN A PLOWED FIELD APPROXIMATELY 100 FEET FROM THE END OF THE RUNWAY, CONTINUED 300 FEET AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 753

5/15/82

WEEDSPORT, NY

A/C Reg. No. N6642S

Time (Lc1) - 2030 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 717

5/17/82

TABERG,NY

A/C Reg. No. N739EP

Time (Lc1) - 1240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 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 - 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 - 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
SYRACUSE,NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

BUDDY PAINE (PRIVATE)
Runway Ident - 28
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 505	Last 24 Hrs - 1
Make/Model- 450	Last 30 Days- UNK/NR
Instrument- 20	Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN GRASS RUNWAY. THE PILOT REPORTED THE RUNWAY SURFACE WAS SLIPPERY AND THAT HE SHOULD HAVE APPROACHED FROM THE OPPOSITE DIRECTION WHERE 50 FOOT WIRES WERE NOT A CLEARANCE PROBLEM.

Brief of Accident (Continued)

File No. - 717

5/17/82

TABERG,NY

A/C Reg. No. N739EP

Time (Lc1) - 1240 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. TERRAIN CONDITION - WET
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 719 5/21/82 SENECA FALLS, NY A/C Reg. No. N6086D Time (Lcl) - 1545 EDT

-----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	1
Accident Occurred During	-LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1950	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 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- 010/009 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - 8000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ITHACA, NY</p> <p>Destination</p> <p>SENECA FALLS, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SENECA FALLS</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 3200/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	---

-----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 - 10</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 494</p> <p>Make/Model- 151</p> <p>Instrument- 4</p> <p>Multi-Eng - 6</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 22</p>
---	---	---

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TRYING TO ROLL OUT OF A LEFT TURN ON DOWNWIND THE PILOT EXPERIENCED A JAMMED RUDDER CONTROL. FULL AILERON CONTROL WAS NOT AVAILABLE BECAUSE OF THE AILERON-RUDDER INTERCONNECT SYSTEM AND A CONSIDERABLE BUFFET WAS INDUCED DURING AN ATTEMPT TO LEVEL THE WINGS. THE AIRCRAFT DESCENDED RAPIDLY IN A LEFT SPIRAL UNTIL GROUND CONTACT WAS MADE ABOUT 400 FT DOWN RUNWAY 36. THEN IT TRAVELLED ABOUT 150 FT AFTER LEAVING THE PAVEMENT AND BECAME INVERTED IN ROUGH TERRAIN. INVESTIGATION REVEALED THAT THE PROTECTIVE BOOT WAS FOUND MISSING FROM THE NOSE STRUT. THE NOSE GEAR BEARING WAS LACKING LUBRICATION AND EXHIBITED CORROSION.

Brief of Accident (Continued)

File No. - 719

5/21/82

SENECA FALLS, NY

A/C Reg. No. N6086D

Time (Lc1) - 1545 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - BINDING (MECHANICAL)
2. INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. LANDING GEAR, NOSE GEAR ASSEMBLY - CORRODED
4. FLIGHT CONTROL, RUDDER - JAMMED

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 721 11/29/82 AUBURN, NY

A/C Reg. No. N13213

Time (Lc1) - 1133 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 200/003 KTS

Visibility - 3.0 SM

Cloud Conditions(1st) - 600 FT SCATTERED

Cloud Conditions(2nd) - 2500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SKANEATELES, NY

Destination

WASHINGTON, DC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - RADAR ADVISORIES

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - M20B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1149

Make/Model- UNK/NR

Instrument- 88

Last 24 Hrs - UNK/NR

Last 30 Days- 1

Last 90 Days- 10

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING DEPARTURE ON AN IFR CLIMB-OUT RADAR AND RADIO CONTACT WAS LOST. THE PILOT'S LAST REPORTED ALTITUDE WAS PASSING THROUGH 4,500 FT. THE AIRCRAFT CRASHED INTO A WOODED AREA AT AN ELEVATION OF 1,700 FT MSL. INITIAL CONTACT WAS WITH TREES APPROXIMATELY 40 FT IN HEIGHT AT AN ANGEL OF APPROXIMATELY 45 DEGREES. THE PILOT HAD 20 ACTUAL INSTRUMENT AND 68 SIMULATED INSTRUMENT HOURS LOGGED.

Brief of Accident (Continued)

File No. - 721

11/29/82

AUBURN, NY

A/C Reg. No. N13213

Time (Lcl) - 1133 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
 2. FLIGHT AND NAVIGATION INSTRUMENTS - NOT FOLLOWED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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

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. - 617 3/18/82 COLUMBUS, OH

A/C Reg. No. N6286P

Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0
Other 0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1DJ
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - NO -N/A
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- 350/015 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
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 - TOWER
Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

OHIO STATE UNIVERSITY
Runway Ident - 27
Runway Lth/Wid - 3000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE 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	120
Make/Model-	28
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING A TOUCH AND GO LANDING ON RUNWAY 27R, THE AIRCRAFT VEERED OFF THE RUNWAY TO THE RIGHT AND STRUCK A DRAINAGE DITCH. THE PILOT REPORTED THAT THE WIND WAS FROM 350 DEGREES AT 15 KNOTS. RUNWAY 32, AN ASPHALT RUNWAY WITH A LENGTH OF 3040 FT AND A WIDTH OF 100 FT. WAS AVAILABLE.

Brief of Accident (Continued)

File No. - 617

3/18/82

COLUMBUS, OH

A/C Reg. No. N6286P

Time (Lc1) - 1800 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 663 4/02/82 WADSWORTH, OH A/C Reg. No. N7599P Time (Lcl) - 1010 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -EXECUTIVE	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 - CESSNA 210N	Eng Make/Model - CONTINENTAL TS10-520P	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LANSING, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	AKRON, OH	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 7	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 300
		Multi-Eng - 500
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING THROUGH ABOUT 4500 FT MSL, THE PILOT HEARD A RATTLING SOUND IN THE ENGINE AND NOTICED A LOSS OF POWER. HE DECLARED AN EMERGENCY AND WAS PROVIDED VECTORS TO THE WADSWORTH MUNICIPAL AIRPORT. HOWEVER, HE WAS UNABLE TO REACH THE AIRFIELD. THE AIRCRAFT NOSED OVER DURING A LANDING ROLL ON SOFT, PLOWED TERRAIN. AN EXAMINATION OF THE ENGINE REVEALED THAT THE CRANKSHAFT FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 663

4/02/82

WADSWORTH, OH

A/C Reg. No. N7599P

Time (Lcl) - 1010 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 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. - 744 4/11/82 NOVA,OH

A/C Reg. No. N3402Z

Time (Lcl) - 1050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	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 - PIPER PA-22-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 4

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 - 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 - 12.0 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE FARM STRIP
Runway Ident - 36
Runway Lth/Wid - 1800/ 80
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	214	Last 24 Hrs -	0
Make/Model-	150	Last 30 Days-	3	
Instrument-	6	Last 90 Days-	9	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENCOUNTERED A FOUR INCH SNOWDRIFT DURING TAKEOFF ROLL FROM A SOD STRIP. IT NOSED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 744

4/11/82

NOVA,OH

A/C Reg. No. N3402Z

Time (Lc1) - 1050 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. TERRAIN CONDITION - WET
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3

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. - 739

4/15/82

GRAYTOWN, OH

A/C Reg. No. N9010W

Time (Lcl) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0
Other 0

-----Aircraft Information-----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TOLEDO, OH
Destination
GRAYTOWN, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - 09
Runway Lth/Wid - 2650 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 312	Last 24 Hrs - 3
Make/Model- 209	Last 30 Days- 0
Instrument- 78	Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT CONTACTED A SOFT AREA ON THE PILOT'S PRIVATELY OWNED SOD RUNWAY. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT CAME TO REST WITH THE TAIL IN THE AIR.

Brief of Accident (Continued)

File No. - 739

4/15/82

GRAYTOWN, OH

A/C Reg. No. N9010W

Time (Lc1) - 1250 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 726 4/18/82 MIDDLEFIELD,OH A/C Reg. No. N3228R Time (Lcl) - 1759 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	2	0	0	0
Pass	3	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 411
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4640
No. of Seats - 7

Eng Make/Model - CONTINENTAL GTS10-520-L
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 340 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/006 KTS
Visibility - 35.0 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

GEAUGA COUNTRY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND,SE SEA

Age - 34

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6000	Last 24 Hrs	- 3
Make/Model-	UNK/NR	Last 30 Days-	20
Instrument-	UNK/NR	Last 90 Days-	100
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO PREPARE FOR A FAA PART 135 AIR TAXI CHECK RIDE WHICH WAS SCHEDULED LATER THAT WEEK. THE ACFT WAS OBSERVED DURING THE APPROACH WITH ONE ENG SHUT DOWN. DURING THE TURN TO FINAL THE ACFT CRASHED 1/2 MI FROM RWY 28.

Brief of Accident (Continued)

File No. - 726

4/18/82

MIDDLEFIELD, OH

A/C Reg. No. N3228R

Time (Lc1) - 1759 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

3. PLANNED APPROACH - POOR - PILOT IN COMMAND
 4. VMC - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 740 4/24/82 COLUMBUS, OH A/C Reg. No. N58RH Time (Lcl) - 0930 EDT

-----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	- HARTMAN KR-II	Eng Make/Model	- REVMaster	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- UNK/NR		

-----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- 190/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - PRACTICE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SOUTH COLUMBUS AIRPORT</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
--	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 66
SE LAND	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APPROACH THE AIRCRAFT SETTLED AND COLLIDED WITH TREES THAT WERE LOCATED APPROXIMATELY 75 FT FROM THE APPROACH END OF THE RUNWAY. THE PILOT STATED THAT HE ALLOWED HIS AIRSPEED TO BECOME TOO SLOW AND THAT HE APPLIED POWER BUT THE RIGHT WING CAUGHT A TREE TOP.

Brief of Accident (Continued)

File No. - 740

4/24/82

COLUMBUS, OH

A/C Reg. No. N58RH

Time (Lc1) - 0930 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 709 4/25/82 CORTLAND, OH A/C Reg. No. N45476 Time (Lcl) - 1330 EST

-----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 -LANDING		Other 0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WARREN, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORTLAND, OH	DENMAN
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 155
SE LAND	Months Since - 14	Make/Model- 155
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS ON FINAL APPROACH WITH FLAPS AT 40 DEGREES AND WITH AN AIRSPEED OF 60 MPH. THE TAIL OF THE AIRCRAFT COLLIDED WITH A HIGH TENSION WIRE FORCING THE NOSE DOWN INTO A RAIL AIRPORT FENCE. THE WEATHER INFORMATION FOR DENMAN FIELD WAS OBTAINED BY THE PILOT FROM THE YOUNGSTOWN ATIS WHICH STATED THAT THE WIND WAS FROM 230 DEGREES AT 10 TO 12 GUSTING TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 709

4/25/82

CORTLAND, OH

A/C Reg. No. N45476

Time (Lc1) - 1330 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
 5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 767 5/26/82 CEDARVILLE, OH A/C Reg. No. N2414G Time (Lcl) - 1600 EDT

-----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 -LANDING		Other 0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CONNERSVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	XENIA, OH	Runway Ident - N/A
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - 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, ATP	Current - YES	Total - 1710
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - C-182	Make/Model - 20
		Last 30 Days - UNK/NR
		Instrument - 300
		Last 90 Days - 27
		Multi-Eng - 500
		Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE FAILED WHILE ENROUTE AND AN EMERGENCY LANDING WAS MADE IN A CORN FIELD. HE ALSO REPORTED THAT THE LOSS OF POWER WAS DUE TO CARBURETOR ICING. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 767

5/26/82

CEDARVILLE, OH

A/C Reg. No. N2414G

Time (Lc1) - 1600 EDT

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
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. TERRAIN CONDITION - CROP
-

-----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. - 711 3/21/82 HILLSBORO,OR A/C Reg. No. N1KH Time (Lcl) - 1430 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 - 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-----

<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- 050/007 KTS</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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">WILLAMETTE VALLEY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 10500
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 45
HELICOPTER	Aircraft Type - B-212	Instrument- 500
		Multi-Eng - 2500
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 70
		Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT WAS DEMONSTRATING A HOVERING AUTOROTATION TO THE STUDENT FROM APPROXIMATELY AN 18 INCH ALTITUDE. SHORTLY AFTER TOUCHDOWN, WHICH WAS LEVEL AND WITHOUT MOVEMENT IN ANY DIRECTION, THE AIRCRAFT STARTED TO ROLL TO THE LEFT. THE PILOT REPORTED INSUFFICIENT CONTROL AVAILABLE TO STOP THE ROLL AND SUBSTANTIAL DAMAGE RESULTED WHEN THE MAIN ROTOR BLADES CONTACTED THE GROUND. UPON EXITING THE HELICOPTER THE PILOT NOTICED A STRONG WIND FROM THE RIGHT.

Brief of Accident (Continued)

File No. - 711

3/21/82

HILLSBORO,OR

A/C Reg. No. N1KH

Time (Lcl) - 1430 PDT

Occurrence ROLL OVER
Phase of Operation HOVER

Finding(s)

1. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 696 4/23/82 CHRISTMAS VALLEY,OR A/C Reg. No. N62377 Time (Lcl) - 0945 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXTERNAL LOAD
Flight Conducted Under -14 CFR 133
Accident Occurred During -STANDING

Aircraft Damage
MINOR
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	1	0	0

-----Aircraft Information-----

Make/Model - HILLER/SOLOY 12E
Landing Gear - SKID
Max Gross Wt - 2800
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 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 - 45.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 41

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - H-12C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1305	Last 24 Hrs	-	2
Make/Model-	30		Last 30 Days-	30	
Instrument-	51		Last 90 Days-	90	
Multi-Eng	-	19	Rotorcraft	-	941

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO STRING A TRANSMISSION LINE. A ROPE (ATTACH LINE) WAS USED TO CONNECT THE HELICOPTER TO THE TRANSMISSION LINE. THE ROPE BECAME DETACHED AND THE PILOT LANDED TO HAVE IT REATTACHED. A MAN, INVOLVED IN THE GROUND OPERATIONS, APPROACHED THE HELICOPTER WHILE PULLING THE ROPE WIHT HIS RIGHT HAND. THE OTHER END OF THE ROPE EXTENDED UP TO THE TOP OF A 100 FT TOWER WHERE IT WAS CONNECTED TO THE TRANSMISSION LINE. AS THE ROPE WAS PULLED TOWARD THE HELICOPTER THE CENTER PORTION RAISED OFF THE GROUND AND SUBSEQUENTLY, THE ROPE BECAME ENTANGLED WITH THE MAIN ROTOR BLADES. THE ROPE ATTACH LINE WAS PULLED THROUGH THE MAN'S HAND AT HIGH SPEED. HE WAS HOSPITALIZED UNTIL 4/26/82 WITH INJURIES TO HIS THUMB AND HAND. ONE ROTOR BLADE RECEIVED MINOR DAMAGE.

Brief of Accident (Continued)

File No. - 696

4/23/82

CHRISTMAS VALLEY, OR

A/C Reg. No. N62377

Time (Lc1) - 0945 PST

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation

STANDING - IDLING ROTORS

Finding(s)

1. OBJECT - OBJECT
2. MISCELLANEOUS - INADVERTENT - GROUND PERSONNEL
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - GROUND PERSONNEL

-----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. - 670 5/04/82 OREGON CITY,OR A/C Reg. No. N6752S Time (Lcl) - 1245 PDT

-----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	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H
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 - 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- VARIABLE
Visibility - 5.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SHERIDAN,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CLACKAMAS HEIGHTS
Runway Ident - 16
Runway Lth/Wid - 2100/ 125
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4616
Make/Model- UNK/NR
Instrument- 316
Multi-Eng - 103
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED DURING TAKEOFF FROM A PRIVATE AIRPORT THAT WAS NOT OPEN TO THE PUBLIC. OPERATIONS ON THE AIRPORT WERE AT THE OWNER'S DISCRETION (PRIOR PERMISSION REQUIRED). AN ELECTRIC FENCE CROSSED THE AIRPORT ABOUT 1500 FT FROM THE SOUTH END. THE OWNER WOULD REMOVE THE FENCE FOR PREVIOUSLY ARRANGED TAKEOFFS AND LANDINGS. THE OWNER STATED THAT HE WAS NOT AWARE N6752S WAS ON THE AIRPORT UNTIL HE HEARD THE AIRCRAFT TAKING OFF. BEFORE DEPARTING, THE PILOT TAXIED FROM THE SOUTH END TO THE ELECTRIC FENCE AND BEGAN HIS TAKEOFF FROM THERE. THE WIND WAS REPORTED "OUT OF THE NORTH AND VARIABLE", BUT THE SOUTH END OF THE RUNWAY SLOPED DOWNHILL TO THE SOUTH. A WITNESS STATED THAT THE AIRCRAFT TURNED EAST, JUST AS IT TOOK OFF. THE PLANE CRASHED NEAR THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 670

5/04/82

OREGON CITY,OR

A/C Reg. No. N6752S

Time (Lc1) - 1245 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
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. WEATHER CONDITION - TAILWIND
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. 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) 2,4,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 699 5/09/82 15N OF MEDFORD,OR A/C Reg. No. N1434Z Time (Lcl) - 1605 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PARACHUTE JUMPING	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - TAKEOFF		Other	0	0	0	9
						0

-----Aircraft Information-----

Make/Model - DEHAVILLAND 2	Eng Make/Model - P&W 985-39	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	BEAGLE SKY RANCH
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 6000 FT BROKEN	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3965
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 7
	Aircraft Type - C-180	Last 30 Days- 42
		Last 90 Days- 81
		Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED A DOWNWIND TAKEOFF ON RUNWAY 15 WITH 9 PARACHUTISTS ON BOARD. THE RUNWAY WAS UNIDIRECTIONAL REQUIRING TAKEOFFS ON RUNWAY 15 WHICH SLOPED DOWNHILL. AFTER BEGINNING THE TAKEOFF ROLL, THE PILOT HAD DIFFICULTY IN MAINTAINING DIRECTIONAL CONTROL AND INITIATED ABORT PROCEDURES. REPORTEDLY, THE AIRCRAFT CONTINUED TO VEER TO THE RIGHT IN SPITE OF THE USE OF HARD LEFT RUDDER AND BRAKING ACTION. AS THE AIRCRAFT DECELERATED, IT DEPARTED THE RIGHT SIDE OF THE RUNWAY, STRUCK 3 FENCE POSTS, AND COLLIDED WITH A PARKED STINSON, N368C. THE PILOT REPORTED THAT THE PARACHUTIST OCCUPYING THE COPILOT'S SEAT STATED THAT HE HAD PLACED HIS FEET BEHIND THE RUDDER PEDALS SHORTLY BEFORE TAKEOFF.

Brief of Accident (Continued)

File No. - 699

5/09/82

15N OF MEDFORD,OR

A/C Reg. No. N1434Z

Time (Lc1) - 1605 PDT

Occurrence #1. LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
2. FLT CONTROL SYST, RUDDER CONTROL - MOVEMENT RESTRICTED
3. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

5. WEATHER CONDITION - TAILWIND
6. TERRAIN CONDITION - DOWNHILL
7. OBJECT - OBJECT
8. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 793

5/20/82

COVE,OR

A/C Reg. No. N94329

Time (Lcl) - 0530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182QII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
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- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JOSEPH,OR
Destination
COVE,OR

Airport Proximity
ON AIRPORT

Airport Data

MINAM LODGE
Runway Ident - 33
Runway Lth/Wid - 3000/ 50
Runway Surface - GRAVEL
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 - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	92	Last 24 Hrs	1
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LANDED HEAVY AND WAS NOT QUITE STRAIGHT. WHEN THE AIRCRAFT BOUNCED THE PILOT ATTEMPTED A GO-AROUND BUT THE NOSE GEAR CONTACTED A FENCE AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 793

5/20/82

COVE,OR

A/C Reg. No. N94329

Time (Lc1) - 0530 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - FENCE
4. GO-AROUND - ATTEMPTED - 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. - 771 5/22/82 BUENA VISTA,OR A/C Reg. No. N73056 Time (Lcl) - 1800 PDT

---Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0
Other 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Fire
NONE

Crew
Pass
Other

---Aircraft Information---

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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
CORVALLIS,OR.
Destination
SALEM,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 - 47

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - C-140

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 860	Last 24 Hrs - 0
Make/Model- 387	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- 19

Instrument Rating(s) - NONE

---Narrative---

THE PILOT STATED THAT WHILE LOOKING OUT THE LEFT SIDE WINDOW SOMETHING IMPACTED THE WINDSHIELD CAUSING BROKEN PLEXIGLASS TO ENTER THE CABIN AND INJURE BOTH THE PILOT AND THE PASSENGER. HE THEN NOTICED THAT THE AIRSPEED WAS LOW AND PROCEEDED TO LOWER THE NOSE OF THE AIRCRAFT AND APPLY THROTTLE. A SECOND WINDSHIELD STRIKE WAS REPORTED TO HAVE OCCURRED DURING AN ATTEMPTED EMERGENCY LANDING WHEN THE PILOT FAILED TO SEE WIRES. A WITNESS REPORTED SEEING THE AIRCRAFT FLYING LOW AND HIT THE WIRES. THERE WERE NO FEATHERS OR BIRD REMAINS FOUND IN THE AIRCRAFT AFTER IT MADE AN UNEVENTFUL LANDING AT CORVALLIS, OREGON.

Brief of Accident (Continued)

File No. - 771

5/22/82

BUENA VISTA,OR

A/C Reg. No. N73056

Time (Lc1) - 1800 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - OBJECT
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE,STATIC
 4. 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) 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. - 781 5/22/82 MEDFORD,OR A/C Reg. No. N3461U Time (Lcl) - 1217 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PARACHUTE JUMPING	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	1	1	2
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BEAGLE SKY RANCH
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 209
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 29
		Instrument- 11
		Multi-Eng - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER TAKEOFF, ENGINE OIL BEGAN TO ACCUMULATE ON THE WINDSHIELD AND RESTRICT FORWARD VISIBILITY. THE PILOT RETURNED TO LAND, BOUNCED DURING LANDING, AND ELECTED TO GO-AROUND. DURING CLIMBOUT THE AIRCRAFT STRUCK TREES ON RISING TERRAIN AND CRASHED. THE OWNER STATED THAT THE OIL FILLER/INSPECTION CAP HAD BEEN IMPROPERLY SECURED AFTER PREFLIGHT.

Brief of Accident (Continued)

File No. - 781

5/22/82

MEDFORD,OR

A/C Reg. No. N3461U

Time (Lcl) - 1217 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LUBRICATING SYSTEM - LOOSE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID,OIL - LEAK

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
5. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
6. OBJECT - TREE(S)
7. TERRAIN CONDITION - RISING
8. GO-AROUND - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

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. - 704 5/31/82 HILLSBORO,OR A/C Reg. No. N8584N Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	0
				None	1
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-CLC	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2560	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HILLSBORO
Wind Dir/Speed- 130/004 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4049/ 150
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 20000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 309
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 37
		Instrument- 55
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TOUCHDOWN THE LEFT MAIN GEAR COLLAPSED. NO GREEN DOWN AND LOCKED LIGHT WAS OBSERVED PRIOR TO TOUCHDOWN AND THE PILOT MADE NO ATTEMPT TO GO AROUND, RECYCLE THE GEAR, OR OTHER LANDING GEAR MALFUNCTION PROCEDURES. A RETRACTION CHECK AFTER THE ACCIDENT SHOWED THE "DOWN LOCK HOOK" FOR THE LEFT MAIN GEAR FAILED TO ENGAGE.

Brief of Accident (Continued)

File No. - 704

5/31/82

HILLSBORO,OR

A/C Reg. No. N8584N

Time (Lc1) - 1100 PDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - NOT ENGAGED
 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. - 705 5/31/82 WALDPORT,OR A/C Reg. No. N6777T Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3
Other	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
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 - 3.0 SM
Cloud Conditions(1st) - 1000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALBANY,OR

Airport Proximity
ON AIRPORT

Airport Data

WAKONDA BEACH STATE
Runway Ident - 16
Runway Lth/Wid - 1900/ 75
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 - 44
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 473
Make/Model- 264
Instrument- 6
Multi-Eng - 11
Last 24 Hrs - 1
Last 30 Days- 0
Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO MAKE A NORMAL TAKEOFF FROM A FIELD OF TALL, WET GRASS. ACCELERATION WAS NOTED TO BE LESS THAN DESIRED AND THE TAKEOFF WAS ABORTED. THE AIRCRAFT CONTINUED INTO A DITCH IN THE OVERRUN AREA.

Brief of Accident (Continued)

File No. - 705

5/31/82

WALDPOR,OR

A/C Reg. No. N6777T

Time (Lcl) - 1300 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - WET
 4. PROCEDURES/DIRECTIVES - NOT SELECTED - PILOT IN COMMAND
 5. TERRAIN CONDITION - DITCH
 6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

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. - 668 1/19/82 SOMERSET, PA A/C Reg. No. N8043J Time (Lc1) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation -EXECUTIVE	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF		Other	0	0	0
				None	2

-----Aircraft Information-----

Make/Model - PIPER AEROSTAR 601P	Eng Make/Model - LYCOMING IO-540-SIA5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNIVERSITY PARK, PA	SOMERSET COUNTY
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 3.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4700/ 75
Cloud Conditions(1st) - 1200 FT	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - SNOW - CRUSTED
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 17400
SE LAND, ME LAND	Months Since - 2	Make/Model- 412
	Aircraft Type - UNK/NR	Instrument- 2050
		Multi-Eng - 8900
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW INTENDED TO DEPART AT 1600 EST, BUT DUE TO THE GENERAL AVIATION RESERVATION RESTRICTIONS, THE FLIGHT WAS DELAYED UNTIL 1700. THE PILOT REPORTED THE TAKEOFF WAS NORMAL UNTIL JUST BEFORE ROTATION AT 85 TO 90 KTS, WHEN FREEZING RAIN BEGAN TO OBSCURE THE WINDSHIELD VISIBILITY. AT LIFT-OFF, THE AIRCRAFT BEGAN TO ROLL LEFT. THE PILOT APPLIED RUDDER AND AILERON TO CORRECT THE ROLL, AT WHICH TIME, THE AIRSPEED DISSIPATED AND THE AIRCRAFT SETTLED BACK TO THE RUNWAY. HE REPORTED INITIATING ROTATION AGAIN AT 90 KTS AND THE AIRCRAFT ROLL LEFT AGAIN. THE LEFT MAIN GEAR STRUCK A FROZEN SNOW PLOW RUT AND SEPARATED, WHEN THE AIRCRAFT TOUCHED DOWN BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 668

1/19/82

SOMERSET, PA

A/C Reg. No. N8043J

Time (Lcl) - 1700 EST

Occurrence : LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ATC CLEARANCE - DELAYED - ATC PERSONNEL(ARTCC)
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - ICING CONDITIONS
 4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
 5. WING - ICE
 6. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 649 3/02/82 SCOTLAND,PA A/C Reg. No. N7378L Time (Lcl) - 0848 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0	
Accident Occurred During -MANEUVERING		Other 0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHAMBERSBURG,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROCKTOP
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 5000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 115
SE LAND	Months Since - UNK/NR	Make/Model- 90
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AFTER THE PILOT MADE A LOW PASS OVER RUNWAY 13. AT THE DEPARTURE END OF THE RUNWAY, THE AIRCRAFT WAS OBSERVED TO PULL UP INTO A 40 TO 45 DEGREE CLIMB, THEN STALL AND ENTER A SPIN. IT CRASHED IN A NEAR VERTICAL DESCENT.

Brief of Accident (Continued)

File No. - 649

3/02/82

SCOTLAND, PA

A/C Reg. No. N7378L

Time (Lcl) - 0848 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 616 3/12/82 SPANGLER,PA A/C Reg. No. N9079M Time (Lcl) - 1313 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	1	0	0
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation -POWER AND PIPELINE PATROL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEWRY,PA
Destination
INDIANA,PA

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

HELICOPTER

Age - 26

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - R22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 2690	Last 24 Hrs - 9
Make/Model- 1405	Last 30 Days- UNK/NR
Instrument- 79	Last 90 Days- 300
	Rotorcraft - 2690

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER STRUCK A SET OF NORTH-SOUTH POWERLINES WHILE THE PILOT WAS PATROLLING A SET OF EAST-WEST POWERLINES. THE POWERLINES BEING PATROLLED PASSED UNDER THE LINES THAT WERE STRUCK. THE ACCIDENT OCCURRED OVER HILLY, WOODED TERRAIN.

Brief of Accident (Continued)

File No. - 616

3/12/82

SPANGLER,PA

A/C Reg. No. N9079M

Time (Lcl) - 1313 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH VEGETATION
3. OBJECT - WIRE,TRANSMISSION
4. 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) 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. - 710

3/18/82

EMMAUS, PA

A/C Reg. No. N8565F

Time (Lcl) - 1050 EST

-----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	2
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation -AERIAL MAPPING/PHOTOGRAPHY

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - BELL 47J-2A

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 4

Eng Make/Model - LYCOMING VP-540-B1B3

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/007 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

ALLENTOWN, PA

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,CFI

SE LAND, ME 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 - 8173

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 1420

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 30

Rotorcraft - 6700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MANEUVERING AT APPROXIMATELY 200 FEET AGL FOR AN AERIAL PHOTOGRAPHY MISSION A SUDDEN AND COMPLETE POWER FAILURE OCCURRED. THE PILOT INITIATED AUTOROTATION PROCEDURES AND SET A COURSE FOR THE ONLY OPEN AREA, A SMALL FIELD WITH A 15 DEGREE UPSLOPE. A FLARE WAS PERFORMED DOWNWIND AND THE AIRCRAFT LANDED HARD. THE ENGINE TEARDOWN EXAMINATION DID NOT REVEAL ANY EXPLANATION FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 710

3/18/82

EMMAUS, PA

A/C Reg. No. N8565F

Time (Lcl) - 1050 EST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. 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

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. - 648

3/25/82

ANNVILLE, PA

A/C Reg. No. N6909J

Time (Lcl) - 1843 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
DESTROYED	Fire	0	1	0	0
NONE	Pass	0	0	0	0
	Other	0	0	0	0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-151

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 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 - IMC

Wind Dir/Speed- 130/009 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 20000 FT BROKEN

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

MILLARD

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 Flow - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 482 Last 24 Hrs - 0

Make/Model- 482 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 150 FT AGL. THE PILOT REPORTED THAT THE ENGINE STARTED WHEN HE SWITCHED FROM THE LEFT TO THE RIGHT FUEL TANK, BUT STOPPED AGAIN. HE ATTEMPTED TO RETURN TO THE AIRPORT, BUT WAS UNABLE. THE AIRCRAFT NOSED OVER DURING LANDING ON SOFT TERRAIN ABOUT 1/4 MILE FROM THE AIRPORT. THE LEFT WING, FUEL TANK VENT WAS BLOCKED; HOWEVER, THE SAFETY HOLE ABOVE AND BEHIND THE VENT WAS OPEN. ALSO, BOTH FUEL TANK CAP VENTS WERE FUNCTIONAL. AN OPERATIONAL CHECK OF THE ENGINE REVEALED NO PREIMPACT FAILURE, EXCEPT IT WAS NOTED THAT THE NO. 3 BOTTOM SPARK PLUG LEAD WAS SHORTED AT A CUT NEAR THE PLUG TERMINAL.

Brief of Accident (Continued)

File No. - 648

3/25/82

ANNVILLE, PA

A/C Reg. No. N6909J

Time (Lc1) - 1843 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM, VENT - BLOCKED(PARTIAL)
2. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

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) 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. - 675 4/21/82 LATROBE, PA A/C Reg. No. N1750 Time (Lcl) - 1750 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	-TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- PITTS SPECIAL S-1C	Eng Make/Model	- LYCOMING O-290-G	ELT Installed/Activated	- YES/NO
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	- 140 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- 280/016 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">ROSTRAVER, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WESTMORELAND COUNTY</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 3600/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	--

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6896
SE LAND,ME LAND	Months Since - 9	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 828
		Multi-Eng - 2624
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INITIATED A TAKEOFF IN WINDS THAT WERE GUSTING TO 19 KNOTS. AS HE RAISED THE TAIL DURING THE TAKEOFF ROLL, THE PLANE SWERVED RIGHT. THE PILOT STATED THAT HE OVERCORRECTED TO THE LEFT. SUBSEQUENTLY, THE PLANE DEPARTED THE LEFT SIDE OF THE RUNWAY. THE PILOT REPORTED THAT THE AIRCRAFT SKIPPED SEVERAL TIMES AND BECAME AIRBORNE. HE HELD THE WINGS LEVEL IN A 3-POINT ATTITUDE TO CLEAR SOME TREES. AS HE PASSED OVER THE TREES, THE AIRCRAFT BEGAN TO SETTLE. AT THIS POINT, HE CHOPPED THE POWER AND THE AIRCRAFT TOUCHED DOWN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 675

4/21/82

LATROBE, PA

A/C Reg. No. N1750

Time (Lcl) - 1750 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. ABORT - NOT PERFORMED - PILOT IN COMMAND
9. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
10. LIFT-OFF - PREMATURE - PILOT IN COMMAND
11. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

12. TERRAIN CONDITION - GROUND

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) 4,6,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 742 4/27/82 NEW CASTLE, PA A/C Reg. No. N31EH Time (Lcl) - 0945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3
Other		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 350/016 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBUS, OH
Destination
NEW CASTLE

Airport Proximity
ON AIRPORT

Airport Data

NEW CASTLE MUNICIPAL
Runway Ident - 05
Runway Lth/Wid - 4010/ 75
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - NDB

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
ME LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6421	Last 24 Hrs	- 3
Make/Model-	1060	Last 30 Days-	UNK/NR
Instrument-	1095	Last 90 Days-	64
Multi-Eng -	2386		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS WHO OBSERVED THE ACCIDENT STATED THAT HE SAW N31EH ON A VERY CLOSE RIGHT BASE AT 150-200 FT ABOVE THE GROUND. THE AIRCRAFT WAS MOVING AT A RAPID RATE OF SPEED AND WAS IN A VERY STEEP RIGHT TURN. AS THE AIRCRAFT GOT CLOSER TO THE RUNWAY IT BECAME APPARENT THAT THE RADIUS OF ITS STEEP TURN WOULD TAKE IT LEFT OF THE RUNWAY SO THE PILOT APPEARED TO STEEPEN HIS BANK WHICH RESULTED IN THE RIGHT WING TIP CONTACTING THE RUNWAY SURFACE.

Brief of Accident (Continued)

File No. - 742

4/27/82

NEW CASTLE, PA

A/C Reg. No. N31EH

Time (Lc1) - 0945 EDT

Occurrence #1. IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. PROPER ALTITUDE - BELOW - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE 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. - 707 5/02/82 BLOOMSBURG, PA A/C Reg. No. N4540K Time (Lcl) - 1130 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	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - RAYAN NAV-4
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3233
No. of Seats - 5

Eng Make/Model - CONTINENTAL E-225-4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
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

BLOOMSBURG
Runway Ident - 08
Runway Lth/Wid - 2800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE PILOT SMELLED SMOKE AND OBSERVED THE OIL PRESSURE DROP TO 20 PSI. WHEN THE OIL PRESSURE CONTINUED TO DROP THE PILOT DECIDED TO LAND AT BLOOMSBURG AIRPORT, APPROXIMATELY 3 MILES AWAY. AFTER LANDING THE PILOT TAXIED OFF THE RUNWAY AND THE AIRCRAFT BURNED.

Brief of Accident (Continued)

File No. - 707

5/02/82

BLOOMSBURG, PA

A/C Reg. No. N4540K

Time (Lcl) - 1130 EST

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY - FIRE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 676 5/02/82 ALTOONA, PA A/C Reg. No. N975T Time (Lcl) - 1130 EDT

-----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

-----Aircraft Information-----

Make/Model - BEECH 35-33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470J
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/015 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
MILLVILLE, NJ
Destination
ALTOONA, PA

Airport Proximity
ON AIRPORT

Airport Data

BLAIR COUNTY AIRPORT
Runway Ident - 30
Runway Lth/Wid - 3660/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	325	Last 24 Hrs -	0
Make/Model-	230	Last 30 Days-	UNK/NR	
Instrument-	13	Last 90 Days-	27	
Multi-Eng -	6			

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT BEFORE LANDING, HE PERFORMED HIS COCKPIT DUTIES AND PUT THE GEAR IN THE DOWN POSITION. HOWEVER, HE LOST SIGHT OF ANOTHER AIRCRAFT IN THE TRAFFIC PATTERN AND BECAME PREOCCUPIED WITH TRYING TO LOCATE THE AIRCRAFT. HE WAS ALSO PREOCCUPIED WITH TURBULENT AIR. HE REPORTED THAT HE DID NOT CHECK THE GEAR LIGHT OR THE INDICATOR ON THE FLOOR. DURING LANDING, THE AIRCRAFT TOUCHED DOWN WITH THE GEAR RETRACTED. THE PILOT REPORTED THAT THE WIND WAS GUSTING TO 25 KNOTS. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT AN ELECTRICAL WIRE FOR THE LANDING GEAR WARNING HORN HAD BECOME DISCONNECTED AND THE WARNING SYSTEM WAS NOT FUNCTIONAL.

Brief of Accident (Continued)

File No. - 676

5/02/82

ALTOONA, PA

A/C Reg. No. N975T

Time (Lc1) - 1130 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. LANDING GEAR, GEAR WARNING SYSTEM - DISCONNECTED
3. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 684 5/10/82 NEW HOPE, PA A/C Reg. No. N5449C Time (Lcl) - 0910 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 -MANEUVERING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-3B (SOLOY CONVERSION)	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 - 2860	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR	
No. of Seats - 3	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	DOYLESTOWN
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 11	Make/Model- 1742
HELICOPTER	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) - UNK/NR

-----Narrative-----

WHILE MAKING A CLEANUP SWATH AROUND THE BOTTOM OF A HILL, THE HELICOPTER COLLIDED WITH WIRES. THE PILOT REPORTED THAT HE DID NOT SEE THE WIRES WHILE HOLDING HIS HEAD IN SUCH A MANNER AS TO REDUCE THE EFFECT OF SUN-GLARE. AFTER HITTING THE WIRES, THE PILOT LOST CONTROL OF THE HELICOPTER MOMENTARILY. HOWEVER, HE REGAINED CONTROL AND LANDED PAST THE WIRE.

Brief of Accident (Continued)

File No. - 684

5/10/82

NEW HOPE, PA

A/C Reg. No. N5449C

Time (Lc1) - 0910 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER DECISION, VISUAL/AURAL DETECTION - PILOT IN COMMAND
 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 718 5/16/82 TOUGHKENAMON, PA A/C Reg. No. N3673F Time (Lcl) - 1700 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
NONE

Fatal

Crew 0
Pass 0
Other 0

Injuries

Serious Minor

0 0 0 1
0 0 0 1
0 0 0 0

None

-----Aircraft Information-----

Make/Model - NORTH AMERICAN SNJ-5
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - P & W 1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

NEW LONDON, PA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NEW GARDEN FLYING FIELD

Runway Ident - 24

Runway Lth/Wid - 3400/ 50

Runway Surface - ASPHALT

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4200

Make/Model- 200

Instrument- 200

Multi-Eng - 500

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, TAKEOFF AND DEPARTURE WERE NORMAL, HOWEVER, SHORTLY AFTER THE FIRST POWER REDUCTION THE ENGINE LOST POWER AND WINDMILLED TO TOUCHDOWN. THE PILOT IN THE REAR SEAT TOOK CONTROL OF THE AIRCRAFT AND LANDED IN A PLOWED FIELD. THE LOSS OF POWER WAS ATTRIBUTED TO A MASTER ROD SEPARATION.

Brief of Accident (Continued)

File No. - 718

5/16/82

TOUGHKENAMON, PA

A/C Reg. No. N3673F

Time (Lc1) - 1700 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, MASTER ROD - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 729 5/17/82 PUNXSUTAWNEY,PA A/C Reg. No. N2363A Time (Lcl) - 1450 EDT

-----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 -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-38

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 030/008 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 5000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ALTOONA,PA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 34

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 31 Last 24 Hrs - 1

Make/Model- 31 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DESCENDING TO CONFIRM HIS POSITION BECAUSE OF ENCOUNTERING RAIN ON A CROSS COUNTRY FLIGHT THE STUDENT PILOT DISCOVERED AN ENGINE RPM LOSS. AFTER ATTEMPTING TO RESTORE POWER SEVERAL TIMES AN EMERGENCY LANDING WAS MADE INTO A PLOWED FIELD DURING WHICH THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER. ENGINE EXAMINATION REVEALED LOW COMPRESSION ON THE NUMBER 2 CYLINDER DUE TO LEAD DEPOSITS FOUND BETWEEN THE EXHAUST VALVE AND THE VALVE SEAT. THE MAGNETOS WERE BENCH TESTED AND FOUND TO HAVE HIGH ACTIVATION SPEEDS AND ERRATIC SPARK THROUGHOUT THEIR OPERATING RANGES. UPON DISASSEMBLY IT WAS FOUND THAT CARBON DEPOSITS AND TRACKING EXISTED ON THE DISTRIBUTOR GEAR SUPPORT PLATE AND ITS BRUSH WAS SLIGHTLY MISALIGNED AND WORN. THE MAGNETOS USED WERE SLICK ELECTRO 4150 AND 4181 WHICH ARE SEALED UNITS REQUIRING NO FIELD MAINTENANCE. PIPER RECOMMENDS THAT THEY BE EXCHANGED AT THE END OF 900 HOURS IN SERVICE. TOTAL TIME IN SERVICE FOR THE SUBJECT MAGNETOS WAS 714 HOURS.

Brief of Accident (Continued)

File No. - 729

5/17/82

PUNXSUTAWNEY, PA

A/C Reg. No. N2363A

Time (Lcl) - 1450 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM, MAGNETO - ERRATIC
 2. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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. - 720 5/19/82 MONONGAHELA, PA A/C Reg. No. N45946 Time (Lcl) - 1345 EDT

-----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
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING		Other	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROSTRAVER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 466
SE LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 264
		Instrument- 51
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PRACTICE LANDING THE AIRCRAFT LANDED HARD AND BOUNCED BACK INTO THE AIR. THE STUDENT PILOT APPLIED EXCESSIVE FORWARD PRESSURE ON THE YOKE CAUSING THE AIRCRAFT TO LAND HARD A SECOND TIME IN A NOSE LOW CONDITION. THE INSTRUCTOR PILOT TRIED TO SALVAGE THE LANDING BUT WAS NOT SUCCESSFUL. ON THE THIRD BOUNCE THE AIRCRAFT SWERVED OFF THE RIGHT SIDE OF THE RUNWAY ONTO A GRASSY AREA WHERE THE NOSE GEAR COLLAPSED AND THE LEFT WING TIP CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 720

5/19/82

MONONGAHELA, PA

A/C Reg. No. N45946

Time (Lcl) - 1345 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - DUAL STUDENT
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 723 5/25/82 MEADVILLE, PA A/C Reg. No. N6751R Time (Lcl) - 1230 EDT

-----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

-----Aircraft Information-----

Make/Model - CESSNA T210F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520C
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BUTLER, PA
Destination
MEADVILLE, PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

PORT MEADVILLE
Runway Ident - 07
Runway Lth/Wid - 4100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 730	Last 24 Hrs - 0
Make/Model- 75	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 15

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PILOT, WHILE PERFORMING THE LANDING CHECKLIST HIS ATTENTION WAS DISTRACTED AND A GEAR CHECK WAS NOT ACCOMPLISHED. THE AIRCRAFT WAS LANDED WITH THE GEAR UP CAUSING SUBSTANTIAL DAMAGE TO THE SKIN OF THE AIRCRAFT AND THE PROPELLER.

Brief of Accident (Continued)

File No. - 723

5/25/82

MEADVILLE, PA

A/C Reg. No. N6751R

Time (Lcl) - 1230 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

----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. - 738 5/30/82 CLEMSON, SC A/C Reg. No. N5158A Time (Lcl) - 2150 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 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 T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 8.0 SM
Cloud Conditions(1st) - 6000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
AUBURN, AL
Destination
PICKENS, SC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

CLEMSON-OCONEE
Runway Ident - 25
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000 Last 24 Hrs - 2
Make/Model- 150 Last 30 Days- UNK/NR
Instrument- 1550 Last 90 Days- 60
Multi-Eng - 7000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING ROLL HE FELT THE EFFECTIVENESS OF THE BRAKES DIMINISH APPRECIABLY. AS THE END OF THE RUNWAY BECAME VISIBLE HE ATTEMPTED TO GROUND LOOP THE AIRCRAFT BUT WAS UNABLE TO ESTABLISH ANY SIGNIFICANT RATE OF TURN. THE AIRCRAFT DEPARTED THE RUNWAY APPROXIMATELY 25 DEGREES FROM THE RUNWAY HEADING, ENTERED A DITCH AND NOSED OVER. EXAMINATION OF THE BRAKE SYSTEM REVEALED THAT THE RIGHT BRAKE CYLINDER SHOWED EVIDENCE OF LEAKING AROUND THE SHAFT AND WAS SERVICED WITH ABOUT FOUR OUNCES OF FLUID BEFORE FULL BRAKING ACTION WAS RESTORED. THE BRAKE PADS WERE WORN TO 1/2 THEIR ORIGINAL THICKNESS ALTHOUGH THEY HAD BEEN REPLACED 34.5 FLIGHT HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 738

5/30/82

CLEMSON, SC

A/C Reg. No. N5158A

Time (Lcl) - 2150 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LEAK
2. FLUID, HYDRAULIC - LOW LEVEL
3. LANDING GEAR, NORMAL BRAKE SYSTEM - PRESSURE TOO LOW
4. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND
5. MAINTENANCE - POOR - PILOT IN COMMAND

Occurrence #2 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

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. - 799 5/05/82 JONESBORO, TN A/C Reg. No. N900AA Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
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-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
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 - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRISTOL, TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DECKER FARM
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 - 33

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 651	Last 24 Hrs	- 0
Make/Model	- 10	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 163
Multi-Eng	- 334		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER UTILIZING THE SOUTHWEST RUNWAY FOR TAKEOFF AND LANDING THE PILOT NOTED THAT THE LIMP WINDSOCK HAD SHIFTED TO INDICATE USE OF THE NORTHEAST RUNWAY. THE NEXT TAKEOFF WAS THEREFORE MADE TO THE NORTHEAST, WITH AN UPHILL GRADIENT TO THE RUNWAY. AFTER A SLOWER THAN NORMAL ACCELERATION THE AIRCRAFT FINALLY BECAME AIRBORNE WHEN IT PASSED OVER A RISE IN THE RUNWAY. IN AN ATTEMPT TO INCREASE AIRSPEED THE PILOT LOWERED THE NOSE. THE AIRPLANE CONTINUED IN GROUND EFFECT UNTIL IT STRUCK A BARBED WIRE FENCE AND YAWED OUT OF CONTROL.

Brief of Accident (Continued)

File No. - 799

5/05/82

JONESBORO, TN

A/C Reg. No. N900AA

Time (Lc1) - 1630 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - RISING
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 607 1/02/82 HEARNE, TX A/C Reg. No. N758SK Time (Lcl) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA R172K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1700
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .500 SM
Cloud Conditions(1st) - 150 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

HEARNE MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 7500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	345	Last 24 Hrs -	0
Make/Model-	167		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	29

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE THE AIRCRAFT TOOK OFF, FOG WAS NOTED AT THE AIRPORT. WITNESSES REPORTED THAT THE CEILING WAS ABOUT 100 TO 200 FT AND THE VISIBILITY WAS ABOUT 1/2 MILE. REPORTEDLY, THE PILOT TRIED TO CONTACT THE FSS BY TELEPHONE; HOWEVER, ONLY A PAY TELEPHONE WAS AVAILABLE AT THE AIRPORT. THE PAY PHONE WAS OUT OF ORDER AND COULD ONLY BE USED FOR INCOMING CALLS. ALSO, THE PILOT WAS UNABLE TO CONTACT THE FSS BY RADIO WHILE ON THE GROUND. HE THEN STATED HIS INTENTION TO TAKEOFF AND CHECK THE WEATHER WHILE AIRBORNE. WITNESSES OBSERVED THE AIRCRAFT TAKEOFF AND THEN DISAPPEAR AT ABOUT 200 FT AGL. OTHER WITNESSES STATED THAT THEY HEARD A LOW FLYING AIRCRAFT AND A PROBABLE FLIGHT PATH WAS ESTABLISHED AROUND THE AIRPORT. TWO WITNESSES STATED THAT THEY STOPPED HEARING THE ENGINE BEFORE THEY HEARD THE IMPACT. THE PLANE CRASHED NEAR THE APPROACH END OF THE RUNWAY. THE INVESTIGATION INCLUDED AN ENGINE TEARDOWN, BUT NO PREIMPACT FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 607

1/02/82

HEARNE, TX

A/C Reg. No. N758SK

Time (Lc1) - 0915 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 6. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

7. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 636 2/28/82 TAYLOR, TX

A/C Reg. No. N2361

Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

Crew

Pass

Other

NONE

-----Aircraft Information-----

Make/Model - STARDUSTER II

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1100

No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A4A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/005 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

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

TAYLOR MUNICIPAL

Runway Ident - 35

Runway Lth/Wid - 3200/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9380

Make/Model- 120

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SLOW ROLL TO THE LEFT, THE AIRCRAFT DEVELOPED A HIGH RATE OF DESCENT. THE ROLL WAS COMPLETED JUST BEFORE GROUND IMPACT WHICH DEMOLISHED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 636

2/28/82

TAYLOR, TX

A/C Reg. No. N2361

Time (Lc1) - 1800 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 626 3/01/82 BIG SPRING, TX A/C Reg. No. N8832L Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235C	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
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 - 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	BIG SPRING
Wind Dir/Speed- 070/015 KTS	ATC/Airspace	Runway Ident - 35
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 8800 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 103
SE LAND	Months Since - 1	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD BEEN PRACTICING CROSSWIND LANDINGS IN WINDS THAT WERE GUSTING TO 25 KNOTS. ON THE LAST LANDING, HE USED FLAPS. HE REPORTED THAT HE HAD LANDED AND WAS TAXIING ON THE RUNWAY WHEN A GUST OF WIND RAISED THE RIGHT WING. THE LEFT WING STRUCK THE RUNWAY AND WAS DAMAGED. THE PILOT REPORTED THAT THE WAS ATTEMPTING TO RETRACT THE MANUAL FLAPS AND WAS HAVING TROUBLE GETTING THE LOCK TO RELEASE WHEN THE GUST WAS ENCOUNTERED.

Brief of Accident (Continued)

File No. - 626

3/01/82

BIG SPRING, TX

A/C Reg. No. N8832L

Time (Lcl) - 1430 CST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. FLT CONTROL SYST, WING FLAP CONTROL - BINDING(MECHANICAL)
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

-----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) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 634

3/01/82

NOACK, TX

A/C Reg. No. N5131U

Time (Lc1) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation -AERIAL SURVEY

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA U206

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3300

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520A

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 285 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- 180/005 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

AUSTIN, 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)

COMMERCIAL,CFI

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2410

Make/Model- 483

Instrument- 73

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 185

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS ON A ONE HOUR FLIGHT FOR AERIAL SURVEY TO GIDDINGS, TEXAS AND RETURN. THE RIGHT FUEL TANK RAN DRY AND HE SWITCHED TO THE LEFT TANK WHICH INDICATED NEARLY 1/4 FULL. APPROXIMATELY 20 MINUTES LATER, THE ENGINE STOPPED OPERATING. A FORCED LANDING WAS MADE IN A PASTURE. DURING THE LANDING, THE NOSE GEAR COLLAPSED WHEN RUTTED TERRAIN WAS ENCOUNTERED.

Brief of Accident (Continued)

File No. - 634

3/01/82

NOACK, TX

A/C Reg. No. N5131U

Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 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. - 635 3/01/82 TEMPLE, TX A/C Reg. No. N2395L Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -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-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1690	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TEMPLE MUNICIPAL
Wind Dir/Speed- 190/020 KTS	ATC/Airspace	Runway Ident - 15
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 900
SE LAND	Months Since - 6	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO PRACTICE TAKEOFFS AND LANDINGS ON RUNWAY 15 WITH THE WIND FROM 190 DEGREES AT 20 GUSTING 30 KTS. DURING THE FIRST LANDING, THE AIRCRAFT TOUCHED DOWN, BOUNCED/BALLOONED, THEN TOUCHED DOWN HARD IN A NOSE DOWN ATTITUDE. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 635

3/01/82

TEMPLE, TX

A/C Reg. No. N2395L

Time (Lc1) - 1100 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 627 3/03/82 DELEON, TX A/C Reg. No. N731EZ Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	3	0
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4016	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	ON AIRPORT
Method - TELEVISION	ALICE, TX	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	DELEON, TX	DELEON MUNICIPAL
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 20
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 848
SE LAND, ME LAND	Months Since - 1	Make/Model- 385
	Aircraft Type - C-340A	Instrument- 51
GLIDER		Multi-Eng - 10
Instrument Rating(s) - AIRPLANE		Last 24 Hrs - 2
		Last 30 Days- 17
		Last 90 Days- 47

-----Narrative-----

THE PILOT REPORTED THAT HE ENTERED A LEFT TRAFFIC PATTERN FOR LANDING ON RUNWAY 15 AT DUSK. HE WAS UNABLE TO SEE A 400 FT TV TOWER LOCATED IN THE VICINITY OF THE BASE LEG. THEREFORE, HE KEPT HIS BASE LEG CLOSER IN AND HIGHER THAN NORMAL. HE REPORTED THAT DURING THE LANDING FLARE, THE INDICATED AIRSPEED APPEARED NORMAL, BUT THE GROUND SPEED SEEMED HIGHER THAN NORMAL, POSSIBLY DUE TO A WIND SHIFT. THE AIRCRAFT TOUCHED DOWN APPROXIMATELY 800 TO 1000 FT PAST THE APPROACH END OF THE RUNWAY. A GO-AROUND WAS INITIATED, BUT THE LANDING GEAR STRUCK A FENCE NEAR THE DEPARTURE END. THE PLANE THEN HIT A SECOND FENCE, A CULTIVATOR, AND A THIRD FENCE BEFORE SLIDING OVER TWO TERRACES TO A STOP. THE TV TOWER WAS NOT LIGHTED DUE TO LACK OF MAINTENANCE OF THE OBSTRUCTION LIGHTS. THE RUNWAY WAS NOT LIGHTED.

Brief of Accident (Continued)

File No. - 627

3/03/82

DELEON, TX

A/C Reg. No. N731EZ

Time (Lc1) - 1830 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. AIRPORT FACILITIES, RUNWAY END IDENT LIGHTS (REIL) - UNAVAILABLE
4. OBJECT - ELECT TOWER
5. WEATHER CONDITION - UNFAVORABLE WIND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

8. GO-AROUND - DELAYED - PILOT IN COMMAND
9. OBJECT - FENCE
10. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 625 3/07/82 TYLER, TX A/C Reg. No. N777BZ Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL - DUAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	2
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	POUNDS FIELD
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200 -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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 464
SE LAND,SE SEA	Months Since - 7	Make/Model- 203
	Aircraft Type - UNK/NR	Instrument- 59
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE INSTRUCTOR PILOT WAS DEMONSTRATING A BARRIER/OBSTACLE LANDING, THE AIRCRAFT TOUCHED DOWN HARD AND BOUNCED. A POWER RECOVERY WAS MADE AND THE FLIGHT WAS TERMINATED. THE PILOTS INSPECTED THE AIRCRAFT AFTER LANDING, BUT NO DAMAGE WAS NOTED UNTIL FOUR DAYS LATER. ACCORDING TO THE HOUR METER, THE PLANE HAD NOT BEEN FLOWN IN THE MEANTIME.

Brief of Accident (Continued)

File No. - 625

3/07/82

TYLER, TX

A/C Reg. No. N777BZ

Time (Lcl) - 1500 CST

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. - 733 4/06/82 TAZEWEEL,VA A/C Reg. No. N7841P Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2
Other	0	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-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 5.0 SM

Cloud Conditions(1st) - 4500 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- UNK/NR

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GAITHERSBURG,MD

Destination

HUNTSVILLE,AL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - RADAR ADVISORIES

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE 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 - 3500

Make/Model- 1995

Instrument- 1189

Multi-Eng - 600

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 89

Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE FAILED AT 8000 FT IN CLEAR AIR AND LEVEL FLIGHT. HE IMMEDIATELY ATTEMPTED TO SWITCH THE FUEL SELECTOR TO ONE OF THE TWO REMAINING FULL FUEL TANKS BUT THE SELECTOR WOULD NOT MOVE. AFTER REPEATED ATTEMPTS TO SWITCH TANKS USING A PAIR OF PLIERS A FORCED LANDING WAS MADE ON A SNOW COVERED ROLLING FIELD. THE LANDING WAS MADE UPHILL AND THE LEFT WING CONTACTED A FENCE POST ON LANDING ROLL. THE PILOT STATED THAT HE THOUGHT THAT THERE WAS FROZEN WATER IN THE FUEL SELECTOR VALVE.

Brief of Accident (Continued)

File No. - 733

4/06/82

TAZEWELL,VA

A/C Reg. No. N7841P

Time (Lc1) - 1215 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - ICE
 2. FUEL SYSTEM,SELECTOR VALVE - JAMMED
 3. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - UPHILL
 5. TERRAIN CONDITION - SNOW COVERED
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 789 5/06/82 FRONT ROYAL,VA A/C Reg. No. N4903J Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

1

0

0

Minor

0

1

0

None

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1E
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/009 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAITHERSBURG,MD
Destination
BLACKSBURG,VA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

FRONT ROYAL-WARREN CO
Runway Ident - 09
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 57

Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000 Last 24 Hrs - UNK/NR
Make/Model- 1600 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT THE AIRCRAFT ENGINE DEVELOPED A NOISE WHICH THE PILOT DESCRIBED AS A HISSING. THE PILOT DECLARED AN EMERGENCY, WAS VECTORED TO THE NEAREST AIRPORT, AND PROCEEDED TO SHUT OFF THE ENGINE AT 5000 FEET WHEN OVER THE AIRPORT. DURING THE FORCED LANDING THE AIRPLANE WAS FLOWN BENEATH ELECTRICAL TRANSMISSION WIRES LOCATED NEAR THE RUNWAY THRESHOLD AND IMPACTED APPROXIMATELY 200 YARDS SHORT OF THE RUNWAY. APPROXIMATELY 1/2 INCH OF THE NUMBER 1 EXHAUST RISER WAS FOUND ATTACHED TO THE CYLINDER WITH THE REMAINDER LYING IN THE ENGINE COWL LOWER SECTION. EXAMINATION REVEALED SOOT DEPOSITS ON THE ENGINE COWL ADJACENT TO THE NUMBER 1 ENGINE EXHAUST RISER. A LIGHT BROWN DISCOLORATION WAS OBSERVED ON THE NUMBER ONE CYLINDER LOWER SPARK PLUG AND THE FRACTURE SURFACES OF THE SEPARATED NUMBER 1 EXHAUST RISER. THE PIPER AIRCRAFT CORPORATION INDICATED THAT MISALIGNMENT OF THE CYLINDER HEAD COULD RESULT IN A CRACKED STACK ASSEMBLY IMMEDIATELY BELOW THE STACK ASSEMBLY FLANGE.

Brief of Accident (Continued)

File No. - 789

5/06/82

FRONT ROYAL,VA

A/C Reg. No. N4903J

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. EXHAUST SYSTEM,STACK - CRACKED
2. EXHAUST SYSTEM - LEAK
3. EXHAUST SYSTEM,STACK - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Finding(s)
4. OBJECT - WIRE,TRANSMISSION(MARKED)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. DESCENT - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 622 1/16/82 SWANTON, VT

A/C Reg. No. N704KE

Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/020 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 5000 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

FRANKLIN COUNTY
Runway Ident - 01
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 540
Make/Model- 482
Instrument- 7
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL TAKEOFF, THE PILOT NOTED A PARTIAL LOSS OF ENGINE POWER AT ABOUT 200 FT AGL. CARBURETOR HEAT WAS APPLIED AND POWER WAS RESTORED. HE FLEW THE TRAFFIC PATTERN AND LANDED, AND THEN HE MADE ANOTHER PREFLIGHT INSPECTION AND A FULL RUN-UP. DURING A SECOND TAKEOFF, HE ENCOUNTERED ANOTHER PARTIAL POWER LOSS AT ABOUT 200 FT AGL. CARBURETOR HEAT WAS APPLIED WITH SATISFACTORY RESULTS FOR ABOUT 30 SECONDS, AND THEN HE TURNED BACK TO THE AIRPORT FOR A DOWNWIND LANDING. HOWEVER, HE OVERSHOT THE RUNWAY AND APPLIED POWER. ENGINE POWER WAS RESTORED FOR ABOUT ONE MINUTE AND THEN DROPPED TO ABOUT 1200 RPM. CARBURETOR HEAR WAS APPLIED, BUT THE POWER COULD NOT BE RESTORED. AT THE TIME, THE AIRCRAFT WAS LOW OVER A WOODED AREA. IT CONTINUED DESCENT INTO THE TREES AND CRASHED. THE TEMPERATURE WAS 22 DEGREES, BUT THE DEW POINT WAS UNKNOWN.

Brief of Accident (Continued)

File No. - 622

1/16/82

SWANTON,VT

A/C Reg. No. N704KE

Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

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 - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 685 4/02/82 NEAR TOUTLE, WA A/C Reg. No. N9060F Time (Lcl) - 1300 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	3
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 305 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KID VALLEY, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2200 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 4000 FT OVERCAST	Type Approach Flown - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2092
SE LAND	Months Since - 2	Make/Model- 28
HELICOPTER	Aircraft Type - C-152	Instrument- 225
		Multi-Eng - 18
		Last 24 Hrs - 1
		Last 30 Days- 26
		Last 90 Days- 28
		Rotorcraft - 1675

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 1 1/2 MINUTES AFTER TAKEOFF, THE PILOT HEARD A LOUD "BANG" WHICH WAS FOLLOWED BY A VERTICAL AND LATERAL VIBRATION. THE HELICOPTER BEGAN TO DESCEND, PITCH FORWARD, AND ROLL RIGHT AS THE VIBRATION INCREASED. THE PILOT ELECTED TO MAKE AN AUTOROTATIVE LANDING ON A NEARBY SAND BAR. AS THE HELICOPTER TOUCHED DOWN ON SLOPING TERRAIN, IT ROLLED OVER ON ITS RIGHT SIDE AND WAS SUBSTANTIALLY DAMAGED. DURING THE INVESTIGATION, THE TRANSMISSION AND THE ENGINE WERE DISASSEMBLED, BUT NO DISCREPANCIES WERE FOUND. ONE OF THE MAIN ROTOR BLADE CAPS HAD SEPARATED. HOWEVER, THE INVESTIGATOR WAS UNABLE TO DETERMINE WHETHER THE BLADE CAP SEPARATED BEFORE OR AFTER IMPACT. THE CAP WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 685

4/02/82

NEAR TOUTLE,WA

A/C Reg. No. N9060F

Time (Lcl) - 1300 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. FUSELAGE - VIBRATION

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 4. TERRAIN CONDITION - SAND BAR
- 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

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. - 662 4/11/82 BREMERTON,WA A/C Reg. No. N761QZ Time (Lcl) - 1515 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -MANEUVERING		Other	0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1760	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 - IMC	LOCAL	KITSAP COUNTY
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 2000 FT BROKEN	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1000
SE LAND	Months Since - 2	Make/Model- 6
	Aircraft Type - C-A152	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF DOWNWIND AND AGAINST TRAFFIC IN MARGINAL WEATHER CONDITIONS. NO FLIGHT PLAN WAS FILED AND THERE WAS NO RECORD OF A WEATHER BRIEFING. DURING DEPARTURE, A NEAR-MISS OCCURRED BETWEEN N761QZ AND A LIGHT TWIN-ENGINE AIRCRAFT ON AN INSTRUMENT APPROACH TO THE AIRPORT. THE RENTAL OPERATOR CONTACTED THE PILOT ON UNICOM AND REQUESTED THAT HE OBTAIN A SPECIAL VFR CLEARANCE TO RETURN AND LAND. THE PILOT ACKNOWLEDGED. WHEN THE AIRCRAFT BECAME OVERDUE, A SEARCH WAS INITIATED. IT WAS FOUND WHERE IT CRASHED ON HEAVILY WOODED, RISING TERRAIN. THE TERRAIN SLOPED UPWARD ABOUT 40 DEGREES AND THE ELEVATION OF THE CRASH SITE WAS APPROXIMATELY 1000 FT MSL. THE PILOT WAS FOUND, DECEASED, ABOUT 1/2 MILE FROM THE WRECKAGE. TOXICOLOGICAL TESTS FOR ALCOHOL IN THE PILOT'S BLOOD AND URINE REVEALED .039 AND .139 PER CENT, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 662

4/11/82

BREMERTON, WA

A/C Reg. No. N761QZ

Time (Lc1) - 1515 PST

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - FOG
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
 6. CONTROL TOWER SERVICE - NOT POSSIBLE - PILOT IN COMMAND
 7. ATC CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
 8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 782 5/06/82 WALLA WALLA, WA A/C Reg. No. N6319F Time (Lcl) - 1712 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-S	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WENATCHEE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WALLA WALLA, WA	WALLA WALLA CITY COUNTY
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 12000 FT SCATTERED	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 960
SE LAND	Months Since - 19	Make/Model- 872
	Aircraft Type - C-182P	Instrument- 25
		Last 24 Hrs - 2
		Last 30 Days- 7
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING IN THE WALLA WALLA AREA THE PILOT EXECUTED A SPIRALING DESCENT, USING CARBURETOR HEAT, SO AS TO ARRIVE AT PATTERN ALTITUDE. WHEN HE COMMENCED A LEVEL-OFF THE ENGINE WOULD NOT RESPOND. A FORCE LANDING WAS EXECUTED INTO A NEARBY FIELD. INVESTIGATION REVEALED NO FUEL IN EITHER TANK. THE RIGHT FUEL BLADDER WAS FOUND PARTIALLY COLLAPSED AND THE FLOAT TYPE FUEL QUANTITY TRANSMITTER WAS FOUND TO PROVIDE AN ERRONEOUS FUEL QUANTITY INDICATION IN THE COCKPIT DUE TO INTERFERENCE FROM THE BLADDER.

Brief of Accident (Continued)

File No. - 782

5/06/82

WALLA WALLA, WA

A/C Reg. No. N6319F

Time (Lc1) - 1712 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, TANK - PREVIOUS DAMAGE
2. FUEL SUPPLY - INACCURATE -
3. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 713 5/09/82 N.W. OF COPALIS BCH,WA A/C Reg. No. N5045R Time (Lcl) - 0730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 340/006 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 2000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WESTPORT,WA
Destination
COPALIS BCH,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

COPALIS STATE
Runway Ident - 33
Runway Lth/Wid - 5000/ 150
Runway Surface - UNK/NR
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 60
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 480
Instrument- UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE PILOT APPLIED BRAKES AND THE TAILWHEEL EQUIPPED AIRCRAFT NOSED OVER. THE RUNWAY SURFACE IS CHARACTERIZED AS HARD/DAMP SAND DUE TO ITS PROXIMITY TO THE OCEAN AND IS PERIODICALLY SUBMERGED DURING HIGH TIDE CONDITIONS.

Brief of Accident (Continued)

File No. - 713

5/09/82

N.W. OF COPALIS BCH,WA

A/C Reg. No. N5045R

Time (Lc1) - 0730 PDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SAND BAR
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. TERRAIN CONDITION - WET

-----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. - 687 5/12/82 PORT ANGELES, WA A/C Reg. No. N8113B Time (Lc1) - 2230 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	1
	Other	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

-----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/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 - 10.0 SM
Cloud Conditions(1st) - 2500 FT BROKEN
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
AUBURN, WA

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 - 23

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 168	Last 24 Hrs -	0
Make/Model-	14	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 10 MINUTES AFTER TAKEOFF, THE PILOT REALIZED THAT HE WAS SOUTH OF COURSE. AFTER BEGINNING A SHALLOW TURN BACK TO COURSE, HE REALIZED THAT HE WAS IN CLOSE PROXIMITY TO MOUNTAINOUS TERRAIN. HE MADE AN ABRUPT 40 DEGREE LEFT BANK TO GET AWAY FROM THE TERRAIN. THE LEFT WING STRUCK THE TOPS OF TREES, BUT THE AIRCRAFT CONTINUED FLYING. THE PILOT RETURNED TO THE DEPARTURE AIRPORT WHERE HE LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 687

5/12/82

PORT ANGELES, WA

A/C Reg. No. N8113B

Time (Lc1) - 2230 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 708 5/18/82 GRANDVIEW, WA A/C Reg. No. N11VH Time (Lcl) - 0730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	0
				None	1

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING TVO-435-A1B	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 2	Rated Power - 240 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRANDVIEW, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8124
SE LAND	Months Since - 10	Make/Model- 7292
HELICOPTER	Aircraft Type - B-G47	Instrument- 10
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 45
		Rotorcraft - 7574

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DISPENSING HERBICIDE (SYSTOX) OVER AN APPLE ORCHARD THE PILOT SENSED THAT THE ENGINE WAS BINDING FOLLOWED BY A POWER LOSS. THE PILOT ELECTED TO DUMP THE HERBICIDE AND PERFORMED A POWER-OFF AUTOROTATION LANDING IN A GRAPE VINEYARD. INVESTIGATION REVEALED THAT THE #5 CYLINDER CONNECTING ROD HAD OVER HEATED AT THE BEARING JOURNAL, THE BOLT BROKE AND THE CAP SEPARATED AT THE PARTING SURFACE.

Brief of Accident (Continued)

File No. - 708

5/18/82

GRANDVIEW,WA

A/C Reg. No. N11VH

Time (Lc1) - 0730 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
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. - 734 5/23/82 LESTER,WA A/C Reg. No. N1320F Time (Lc1) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2
Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KENT,WA
Destination
ELLENSBURG,WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

LESTER STATE
Runway Ident - 05
Runway Lth/Wid - 2200/ 300
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 51
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 128
Last 24 Hrs - 2
Make/Model- 5
Last 30 Days- UNK/NR
Instrument- 4
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO TAKEOFF FROM AN AIRPORT THAT WAS OFFICIALLY CLOSED TO AIRCRAFT OPERATIONS BY THE FAA BECAUSE OF WINTER FLOOD DAMAGE TO THE RUNWAY. THE AIRCRAFT CLEARED TWO LARGE FIR TREES ABOUT 500 FT FROM THE END OF THE RUNWAY BUT STRUCK TREES ABOUT 400 FT FURTHER ON. N1320F STALLED AND CAME TO REST ABOUT 1625 FT FROM THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 734

5/23/82

LESTER,WA

A/C Reg. No. N1320F

Time (Lc1) - 1030 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NOT OPERATING
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 659

6/01/82

SPRAGUE,WA

A/C Reg. No. N88012

Time (Lc1) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				

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 - EAGLE DW-1

Eng Make/Model - LYCOMING IO-540-M1B5D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

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) - 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

Age - 47

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - 14000

Last 24 Hrs - 1

SE LAND

Months Since - UNK/NR

Make/Model- 3

Last 30 Days- 200

Aircraft Type - UNK/NR

Instrument- 20

Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD CHECKED OUT IN THIS MAKE AND MODEL OF AIRCRAFT ON THE PRECEEDING DAY. ON THE DAY OF THE ACCIDENT, HE WAS SPRAYING FERTIZER IN A CROSSWIND CONDITION. HE STATED THAT HE WAS ON A DOWNHILL SWATH RUN IN GUSTY CONDITIONS WHEN HE DEPLOYED THE CONTROLS SUFFICIENTLY TO BRING THE SPOILERS INTO PLAY, THUS OVERCONTROLLING AND ALLOWING THE AIRCRAFT TO CONTACT THE GROUND.

Brief of Accident (Continued)

File No. - 659

6/01/82

SPRAGUE,WA

A/C Reg. No. N88012

Time (Lc1) - 0800 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 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. - 633 3/29/82 MINERAL POINT,WI A/C Reg. No. N5518M Time (Lcl) - 1530 CST

-----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	0	1
Accident Occurred During -LANDING		Other	0	0	0	3
						0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	WISCONSIN RAPIDS,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAVANNA,IL	IOWA COUNTY
Wind Dir/Speed- 140/015 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3010/ 40
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT 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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 138
SE LAND	Months Since - 19	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT MAIN GEAR COLLAPSED DURING A LANDING ON RUNWAY 22 WITH THE WIND FROM 140 DEGREES AT 15 GUSTING 22 KNOTS. SUBSEQUENTLY, THE AIRCRAFT VEERED TO THE RIGHT AND WENT OFF OF THE RUNWAY. IT CONTINUED INTO A GULLY AND NOSED OVER. AN EXAMINATION REVEALED THAT A BOLT HAD FAILED WHERE THE RIGHT MAIN STRUT WAS ATTACHED TO THE FRAME. NO EVIDENCE OF FATIGUE WAS FOUND.

Brief of Accident (Continued)

File No. - 633

3/29/82

MINERAL POINT,WI

A/C Reg. No. N5518M

Time (Lc1) - 1530 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - DOWNHILL

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 747 4/25/82 DODGEVILLE, WI A/C Reg. No. N71834 Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL C-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1300	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	ON AIRPORT
Method - N/A	PALMYRA, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DODGEVILLE, WI	DODGEVILLE MUNICIPAL
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2760/ 80
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 648
SE LAND	Months Since - 12	Make/Model- 648
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 0
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING ROLL THE AIRCRAFT WAS OBSERVED TO NOSE OVER AND INVERT. THE PILOT SUBSEQUENTLY STATED "I DIDN'T LAND CORRECTLY."

Brief of Accident (Continued)

File No. - 747

4/25/82

DODGEVILLE, WI

A/C Reg. No. N71834

Time (Lcl) - 1100 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 728 5/02/82 PARDEEVILLE,WI A/C Reg. No. N12696 Time (Lc1) - 1401 CDT

-----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 -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTAGE,WI	PRIVATE
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2340/ 28
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 128
SE LAND	Months Since - 16	Make/Model- 74
	Aircraft Type - C-152	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES THE AIRCRAFT MADE A ROUTINE TAKEOFF FOLLOWED BY AN IMMEDIATE LEFT CLIMBING TURN. THE AIRCRAFT WAS OBSERVED TO LOSE AIRSPEED AND DESCEND INTO THE GROUND. WITNESSES STATED THAT THE ENGINE WAS RUNNING UNTIL GROUND IMPACT.

Brief of Accident (Continued)

File No. - 728

5/02/82

PARDEEVILLE,WI

A/C Reg. No. N12696

Time (Lc1) - 1401 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 752 5/18/82 LOGANVILLE, WI A/C Reg. No. N9698T Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	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 210	Eng Make/Model - CONTINENTAL IO-470-E	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	TRI-CENTER
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 2000-N/A
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Approach Flown - UNK/NR	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 78	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 2200
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING APPROACH THE ENGINE LOST POWER AND THE PILOT ATTEMPTED TO LAND IN AN OPEN FIELD. THE AIRCRAFT FAILED TO CLEAR A TERRACE AND THE NOSE GEAR SEPARATED FROM THE AIRPLANE. THE PILOT STATED, "WHILE CONCENTRATING ON THE VARIOUS ASPECTS OF OPERATION IN LANDING, THE IMPORTANCE OF SWITCHING THE FUEL SELECTOR VALVE TO THE FULL TANK WAS OVERLOOKED CAUSING THE FUEL OUTLET IN THE LOW TANK TO BECOME UNPORTED".

Brief of Accident (Continued)

File No. - 752

5/18/82

LOGANVILLE, WI

A/C Reg. No. N9698T

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
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. - 639 4/30/82 WHITE SULPHUR SPGS,WV A/C Reg. No. N49924 Time (Lcl) - 1435 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	0
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/005 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
MOREHEAD,KY

Airport Proximity

OFF AIRPORT/STRIP

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Data

WHITE SULPHUR SPRINGS
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 - 54
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1076
Make/Model- 105
Instrument- UNK/NR

Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF ON RUNWAY 26 WITH A FULL LOAD OF FUEL, ONE PASSENGER, AND LUGGAGE. THE AIRCRAFT WAS AT OR NEAR ITS MAXIMUM GROSS WEIGHT LIMIT. THE TEMPERATURE WAS 60 DEGREES. THE AIRPORT ELEVATION WAS 1801 FT MSL AND TWO RIDGE LINES RAN PARALLEL TO THE RUNWAY. THE RIDGE TO THE SOUTH OF THE RUNWAY ROSE RAPIDLY TO AN ELEVATION OF 3100 FT MSL. AFTER TAKEOFF, THE PILOT MADE A LEFT TURN. HE ENCOUNTERED TURBULENCE AND AIR CURRENTS OVER RAPIDLY RISING TERRAIN. THE AIRCRAFT MUSHED INTO THE TOPS OF THE TREES AT AN ESTIMATED SPEED OF 50 KNOTS. THIS WAS THE PILOT'S FIRST FLIGHT IN AND OUT OF THIS AIRPORT.

Brief of Accident (Continued)

File No. - 639

4/30/82

WHITE SULPHUR SPGS,WV

A/C Reg. No. N49924

Time (Lcl) - 1435 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TURBULENCE,CLEAR AIR
3. WEATHER CONDITION - DOWNDRAFT
4. TERRAIN CONDITION - RISING
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. ALTITUDE - MISJUDGED - PILOT IN COMMAND
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 658 5/14/82 SUMMERSVILLE,WV A/C Reg. No. N3440F Time (Lc1) - 2030 EDT

-----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	UNK/NR	Pass	0	0	0	1
Accident Occurred During - LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL D-470R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	AKRON,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SUMMERSVILLE,WV	SUMMERSVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 50
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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 139
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 17
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE MADE HIS LANDING APPROACH HIGH AND HOT. HE TOUCHED DOWN LONG AND WAS UNABLE TO STOP ON THE REMAINING RUNWAY. WHILE APPLYING BRAKES, THE AIRCRAFT VEERED OFF THE SIDE OF THE RUNWAY. SUBSEQUENTLY, THE NOSE AND RIGHT MAIN GEAR FAILED.

Brief of Accident (Continued)

File No. - 658

5/14/82

SUMMERSVILLE,WV

A/C Reg. No. N3440F

Time (Lc1) - 2030 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD
 7. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 611 3/18/82 CASPER,WY

A/C Reg. No. N317PL

Time (Lc1) - 1440 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 180J
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-47OR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 090/010 KTS
Visibility - 15.0 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
RAPID CITY,SD
Destination
CASPER,WY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flow - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

NATRONA COUNTY INT'L
Runway Ident - 07
Runway Lth/Wid - 8681/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 44

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	- 4752	Last 24 Hrs - UNK/NR
Make/Model	- 184	Last 30 Days- UNK/NR
Instrument	- 1840	Last 90 Days- 70
Multi-Eng	- 4362	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ARRIVING, THE PILOT LANDED ON RUNWAY 07 IN VARIABLE WIND CONDITIONS WITH GUSTS TO 20 KNOTS. AFTER TOUCHDOWN, HE ENCOUNTERED A CROSSWIND GUST, BECAME AIRBORNE, AND BALLOONED ABOUT 3 FT. HE ADDED A SLIGHT AMOUNT OF POWER TO CONTROL THE AIRCRAFT AND MAKE A 3 POINT LANDING. THE AIRCRAFT TOUCHED DOWN FIRMLY, BOUNCED, AND BEGAN TO DRIFT TO THE LEFT. THE PILOT INITIATED A GO-AROUND, BUT REPORTEDLY, GUSTY WINDS PICKED UP THE RIGHT WING. SUBSEQUENTLY, THE LEFT WING STRUCK THE GROUND AND THE AIRCRAFT CARTWHEELED. THE DENSITY ALTITUDE WAS APPROXIMATELY 6000 FT.

Brief of Accident (Continued)

File No. - 611

3/18/82

CASPER, WY

A/C Reg. No. N317PL

Time (Lc1) - 1440 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

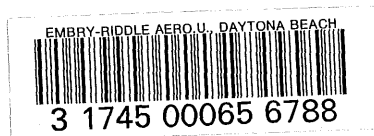
Finding(s)

6. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6



NTSB/	Brief Format
AAB-83/	U.S. Civil and Foreign
06	Aviation
C.1	Issue Number 4 of 1982
	Accidents

U.S. DEPARTMENT OF COMMERCE
National Technical Information Service
Springfield, Va 22161

AN EQUAL OPPORTUNITY EMPLOYER

OFFICIAL BUSINESS

Penalty for Private Use, \$300

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE
COM-211



SPECIAL FOURTH-CLASS RATE
BOOK

NTSB BA

X831231

001

EMBRY RIDDLE AERONAUTICAL UNIV
LEARNING RESOURCES CTR
REGIONAL AIRPORT
DAYTONA FL 32014