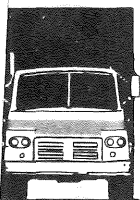
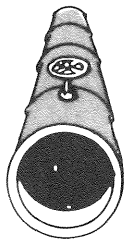
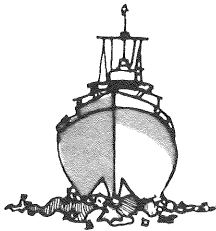
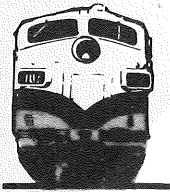
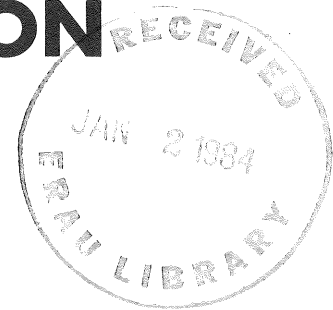


PB83-916907



# NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 5 OF 1982 ACCIDENTS

NTSB / AAB-83 / 07

C. 1

UNITED STATES GOVERNMENT

Doc  
NTSB  
AAB  
83  
07  
Issue 5



# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-83/07	2. Government Accession No. PB83-916907	3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Issue Number 5 - 1982 Accidents		5. Report Date July 5, 1983	
		6. Performing Organization Code	
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No.	
		11. Contract or Grant No.	
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 operations and type of aircraft.</p> <p style="text-align: center;">File Numbers: 0801 thru 1000</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 produced 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.....	1-407

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Pleasure

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

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

### 2. AIR CARRIER

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

## DEFINITIONS

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

### Aircraft Accident

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

### Gear Collapsed

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

### PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

### BASIC WEATHER CONDITIONS

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

National Transportation Safety Board  
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0801 Through 1000  
Issue Number 5

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	196	25	36
Part 135 (Air Taxi)	5	2	2
Part 135 (Commuter)	1	1	1
Part 121 (Air Carrier)	1	0	0
	<hr/>	<hr/>	<hr/>
Totals	203	28	39

National Transportation Safety Board  
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0801 Through 1000  
Issue Number 5

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)	154	23	34
Fixed-Wing (Multi-Engine)	14	0	0
Rotorcraft	25	4	4
Glider	9	1	1
Balloon	1	0	0
Blimp/Dirigible	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	203	28	39

## File Order Listing - Issue No. 5, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
801	N260BB	031282	SYRACUSE, NY	PIPER	PA-32	MINOR	302
802	N631E	051682	LOUISVILLE, KY	BOEING	E75N1	NONE	210
803	N90825	050782	JACKSONVILLE, FL	AEROSPATIALE	SA-319B	NONE	142
804	N9346T	050782	GAINESVILLE, FL	PIPER	PA-38-112	NONE	144
805	N458Y	052282	PLEASANT GROVE, CA	GRUMMAN	G-164A	NONE	92
806	N130C	051882	HARTFORD, KY	STINSON	108-3	MINOR	212
807	N8376D	050882	MAGAN, KY	BEECH	J35	FATAL	208
808	N2255U	050982	ATHENS, WV	BRANTLEY	B-2B	FATAL	404
809	N26063	100582	SANDWICH, IL	BENSON	B8M	NONE	186
810	N4382W	040382	DARIEN, GA	BEECH	A36	FATAL	150
811	N2105M	031482	ELKO, NV	PIPER	PA-28R-201	MINOR	292
812	N90856	041582	BAXLEY, GA	PIPER	PA-25-235D	NONE	152
813	N738QD	041882	PIKEVILLE, KY	CESSNA	172N	NONE	206
814	N48217	042882	VERMAL, UT	BELL	47G-3B-1	SERIOUS	372
815	N2248K	050982	FREDONIA, KS	LUSCOMBE	8A	FATAL	190
816	N1096L	051982	BIRKENFELD, OR	HUGHES	369D	MINOR	320
817	N2881P	052282	TAHOE CITY, CA	PIPER	18-150	FATAL	90
818	N15DK	053182	SEQUIM BAY, WA	STARDUSTER	T00 SA300	FATAL	384
819	N2087J	060782	DEVILS LAKE, ND	CESSNA	188	NONE	266
820	N7836C	050282	SAN ANTONIO, TX	MOONEY	M20A	SERIOUS	364
821	N55WP	042282	SAVAGE, MT	PIPER	PA-18-180	NONE	250
822	N388N	042382	WARREN, VT	AEROTEK-PITT	S-2A	NONE	382
823	N5066G	042382	SPEARFISH, SD	BELLANCA	7ECA	NONE	348
824	N22550	042482	BAYPORT, NY	CESSNA	150	MINOR	304
825	N7457N	051182	BEDFORD, MA	BEECH	E33	NONE	222



File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
826	N85940	040982	BEACH LAKE, PA	AERONCA	11AC	SERIOUS	330
827	N5266J	051082	STURGIS, SD	CESSNA	172	NONE	350
828	N93747	042582	LUCERNE, CA	BELLANCA	300A	NONE	74
829	N63182	011782	DAVIS, CA	CESSNA	150M	FATAL	52
830	N9957N	051382	CUT BANK, MT	CESSNA	180	MINOR	252
831	N29826	042782	DELAND, FL	RAZ-MUT	440A	FATAL	140
832	N5329B	052682	GRAND FORKS, ND	CESSNA	152	NONE	264
833	N9544J	062382	TOLEDO, WA	PIPER	PA-28-180	NONE	394
834	N7365	060882	DAYTON, WA	GRUMMAN	G-164A	MINOR	386
835	N1280W	061582	GREENFIELD, CA	WEATHERLY	201B	MINOR	114
836	N6341M	060682	SAN ANDREAS, CA	CESSNA	152	NONE	102
837	N7347E	060482	LOVELOCK, NV	CESSNA	210	MINOR	300
838	N981EE	060882	TOPEKA, KS	CESSNA	500	SERIOUS	196
839	N60092	061382	RENTON, WA	CESSNA	206	NONE	390
840	N2045T	041782	COLORADO SPRINGS, CO	SCHWEIZER	SGS-2-33A	NONE	126
841	N69SC	061882	NORTH MYRTLE BEACH, SC	CESSNA	402C	NONE	342
842	N96CB	062082	PEEWEE VALLEY, KY	CAMERON BALL	O-77	SERIOUS	214
843	N9843D	061582	LYNCHBURG, VA	PIPER	22-160	MINOR	378
844	N251T	080682	NEAR ANCHORAGE, AK	PIPER	PA-12	MINOR	28
845	N4212Q	061882	NEAR CHINITNA BAY, AK	CESSNA	185F	FATAL	22
846	N119P	091882	FOOTVILLE, WI	FLITECRAFT	SENIOR AER	FATAL	402
847	N3483D	062682	NEAR ANCHORAGE, AK	CESSNA	170B	NONE	26
848	N21722	060182	THORNTON, IA	CESSNA	188B	NONE	168
849	N3670V	060882	PERKASIE, PA	CESSNA	150M	NONE	336
850	N9352F	061882	MT ST HELENS, WA	HUGHES	269B	MINOR	392

## File Order Listing - Issue No. 5, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
851	N52562	060282	WINONA, MS	CESSNA	182P	SERIOUS	242
852	N1952U	061582	DRY BAY, AK	CESSNA	U206	NONE	20
853	N49974	061682	10 SW FALLS CITY, NE	CESSNA	152	NONE	272
854	N65501	052182	NORTHWOOD, ND	BOEING	A75N1	NONE	262
855	N5056D	053182	TRUCKEE, CA	CESSNA	182	FATAL	96
856	N67156	041582	CHOWCHILLA, CA	HILLER	UH-12E	SERIOUS	68
857	N8534Y	031382	TARPON SPRINGS, FL	CROOK	M-1	SERIOUS	134
858	N15185	042182	CROOM, FL	SIKORSKY	H-19A	MINOR	136
859	N4531X	061482	GOULD, AR	PIPER	PA-28-140	SERIOUS	42
860	N444ME	051182	IUKA, MS	PIPER	PA-32R-300	FATAL	240
861	N9560A	061982	OREGON CITY, OR	CESSNA	170A	NONE	322
862	N1AU	060582	AUBURN, AL	PIPER	PA-23-250	NONE	36
863	N8544L	061882	RIPLEY, IN	PIPER	PA-25-235	MINOR	188
864	N5621Z	060282	SYRACUSE, NY	PIPER	PA-22-108	NONE	314
865	N5910J	051882	TORRANCE, CA	CESSNA	150	MINOR	88
866	N6503P	052782	APPLE VALLEY, CA	PIPER	PA-24-250	NONE	94
867	N10280	051682	10 WEST OF BIGGS, CA	GRUMMAN	G-164	MINOR	84
868	N68820	050882	PLEASANT GROVE, CA	BOEING	A75N1	FATAL	82
869	N7603V	061782	ULYSSES, KS	CALLAIR	A-9B	NONE	200
870	N8320Q	062482	JUNEAU, AK	CESSNA	U206	NONE	24
871	N5158E	061382	MARION, IA	CESSNA	172N	NONE	172
872	N2604P	062682	HIXSON, TN	PIPER	PA-22-150	MINOR	356
873	N6997Z	060582	KIMBALL, NE	PIPER	PA-25-235	MINOR	270
874	N2934W	060782	BRONSON, KS	WEATHERLY	201A	NONE	194
875	N1074Z	061182	SWAN VALLEY, ID	BELL	206B	NONE	178

## File Order Listing - Issue No. 5, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
876	N2048A	061182	QUINCY, WA	BEECH	B19	NONE	388
877	N2368D	060882	OXFORD, MS	PIPER	PA-38-112	NONE	246
878	N91367	062682	OTHELLO, WA	CESSNA	A188B	NONE	396
879	N2949C	061382	SELDOVIA, AK	CESSNA	180	MINOR	18
880	N5104S	062282	ABBEVILLE, SC	CESSNA	R182	NONE	344
881	N641CH	011882	MADISON COUNTY, AL	CESSNA	210L	FATAL	30
882	N70232	060982	ROUND LAKE, NY	CESSNA	185E	NONE	316
883	N9839T	061782	KINGMAN, KS	CESSNA	T303	NONE	198
884	N704LX	062282	CHRISTIANSBURG, VA	CESSNA	150M	NONE	380
885	N99954	061882	DRIGGS, ID	BLANIK	L-13	NONE	180
886	N704MC	061382	ST LOUIS, MO	CESSNA	150	NONE	236
887	N2169X	031682	MARBLE, CO	BELL	206B	NONE	122
888	N9373U	060482	RED OAK, VA	CESSNA	150	MINOR	376
889	N341BB	061082	FLAGSTAFF, AZ	AEROSPATIALE	341G	NONE	48
890	N4725V	061182	PORTERVILLE, CA	NORTH AMERIC	O-47B	NONE	108
891	N5253	060182	RED CLOUD, NE	GRUMMAN	G-164A	MINOR	268
892	N41BS	061082	PARSONS, TN	BENSEN	B-8M	NONE	354
893	N10194	012382	WATSONVILLE, CA	BELL	47G-2	NONE	54
894	N5768Z	042482	GOLD STRIKE, NV	S.N.I.A.S.	AS350	FATAL	296
895	N5434D	042882	LITCHFIELD PARK, AZ	CESSNA	172	NONE	46
896	N5050V	050782	MAXWELL, CA	BOEING	A75	MINOR	78
897	N58ED	050282	LAKEPORT, CA	OSPREY	2	MINOR	76
898	N7060R	042382	LIVE OAK, CA	PIPER	PA-28-140	NONE	72
899	N79RC	042582	MOULTONBORO, NH	SCHLEICHER	ASW-19	SERIOUS	280
900	N25660	042082	EL MONTE, CA	PIPER	PA-38-112	NONE	70

## File Order Listing - Issue No. 5, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
901	77BZ	052682	PLYMOUTH, CT	SCHLEICHER	ASW-15	NONE	130
902	N757HG	052782	BURLINGTON, CT	CESSNA	152	NONE	132
903	N170DM	042582	BIG LAKE, AK	CESSNA	170	MINOR	4
904	N6896T	041282	TETERSBORO, NJ	PIPER	AEROSTAR 6	MINOR	282
905	N87623	041182	ST GENEVIEVE, MO	BELL	47G-4	SERIOUS	232
906	N1092X	041782	LAS VEGAS, NV	PIPER	PA-28R-200	MINOR	294
907	N13NP	041282	GOLETA, CA	CESSNA	180	NONE	66
908	N6823C	042582	ATLANTA, GA	CESSNA	421C	SERIOUS	154
909	N731MM	060382	BOYLE, MS	CESSNA	A188B	SERIOUS	244
910	N1105B	051782	SALINAS, CA	HUGHES	269C	NONE	86
911	N1262W	042282	KENT, OR	WEATHERLY	201B	SERIOUS	318
912	N734KJ	032182	STRATFORD, NH	CESSNA	U206G	FATAL	276
913	N36737	040582	MCSHERRYSTOWN, PA	PIPER	PA-44-180	SERIOUS	328
914	N21869	040282	HAMPSTEAD, NH	CESSNA	172	FATAL	278
915	N3942Y	031482	CARRABASSETT, ME	CESSNA	210	SERIOUS	228
916	N74189	050182	MARIETTA, GA	BOEING	A75N1	NONE	158
916	N3715S	050182	MARIETTA, GA	CESSNA	172E	NONE	156
917	N80SA	061382	SAVANNAH, GA	PIPER	PA-28-181	SERIOUS	162
918	N9227X	041182	CATAWISSA, PA	CESSNA	182	FATAL	332
919	N911X	051582	BROOKVILLE, NY	BELL	47G-2	NONE	312
920	N58690	042982	OSCEOLA, IA	CESSNA	182P	NONE	166
921	N67966	042282	NEW PORT RICHEY, FL	CESSNA	152	NONE	138
922	N5884R	051682	WORTHVILLE, NC	CESSNA	172G	SERIOUS	258
923	N4086S	060682	TOMS RIVER, NJ	BEECH	V35B	NONE	288
924	N9078V	050782	PITTSTOWN, NJ	MOONEY	M20G	NONE	286

## File Order Listing - Issue No. 5, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
925	N116S	050282	NEW PALTZ, NY	HILLER	UH-12A	NONE	310
926	N6301K	051482	WHEELER, AL	CESSNA	150	MINOR	32
927	N612BG	052282	YERINGTON, NV	BROYILL-COWA	BG12B	FATAL	298
928	N9366T	051582	LATOUCHE ISLAND, AK	CESSNA	180C	NONE	10
929	N42799	051682	ALABASTER, AL	PIPER	J3C-65	FATAL	34
930	N16696	042582	NEW YORK, NY	BELL	206L	MINOR	306
930	N49575	042582	NEW YORK, NY	BELL	206L	MINOR	308
931	N1993V	061782	GARDNER, KS	CESSNA	120	NONE	202
932	N4403S	060282	RUYARD, MT	AIR TRACTOR	AT-301	NONE	256
933	N2013B	061282	DELAND, CA	LUSCOMBE	8A	SERIOUS	110
934	N9304K	040882	AKIACHAK, AK	PIPER	PA-32	NONE	2
935	N8469E	042782	MAGEE, MS	BELL/SOLOY	47G-3B	FATAL	238
936	N1929Q	041982	STE. GENEVIEVE, MO	CESSNA	177RG	FATAL	234
937	N5392B	061282	MILFORD, IA	CESSNA	182B	NONE	170
938	3353G	060982	SHREWSBURY, PA	SCHEICHER	K8B	NONE	338
939	N1846V	061982	FREMONT, CA	CESSNA	172	NONE	116
940	N4947H	061982	SCOTTSDALE, AZ	CESSNA	152	NONE	50
941	N1938E	062382	PORTERVILLE, CA	AERONCA	7AC	NONE	118
942	N25PB	060282	SANTA CRUZ, CA	PITTS	S-1 (BARTO	NONE	100
942	N40951	060282	SANTA CRUZ, CA	PIPER	PA-28	NONE	98
943	N2205T	060882	ANZA, CA	CESSNA	185	NONE	106
944	N2663A	060782	COLUSA, CA	PIPER	PA-18	NONE	104
945	N4814K	021782	BLANDING, UT	CESSNA	210	MINOR	368
946	N580P	030182	ALMA, CO	BELL	206B III	NONE	120
947	N1263Q	052982	KODIAK, AK	CESSNA	150	NONE	16

File Order Listing - Issue No. 5, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
948	N1387B	060782	HAMPTON, GA	FOKKER	DR-1	MINOR	160
949	N55038	052382	PORTAGE CREEK, AK	PIPER	PA-28-140	MINOR	12
950	N6952K	051482	GULKANA, AK	PIPER	PA-20S	NONE	8
951	N40NC	052182	SALINA, KS	PIPER	PA-31P	NONE	192
952	N4877X	052782	OUZINKIE, AK	CESSNA	U206	NONE	14
953	N9655T	053182	FT. PIERCE, FL	PIPER	PA-38-112	NONE	148
954	N6690V	051982	HAVELOCK, NC	BELLANCA	17-30	NONE	260
955	N9356	052282	MEMPHIS, TN	DOUGLAS	DC-9-15F	SERIOUS	352
956	N4295S	021882	ST. GEORGE, UT	BEECH	A36	FATAL	370
957	N64093	052782	OSAGE, WY	CESSNA	172P	FATAL	406
958	N32678	012882	LOS GATOS, CA	PIPER	28-151	FATAL	56
959	N14MC	022782	SACRAMENTO, CA	CESSNA	320C	NONE	58
960	N1410Z	022782	LEMOORE, CA	BEECH	T-34B	FATAL	60
961	3910D	031982	FOLSOM, CA	CESSNA	182	SERIOUS	62
962	N7719	032782	RIALTO, CA	FOURNIER	RF4D	SERIOUS	64
963	N721FL	020582	ELLINGTON, CT	PIPER	PA-28-140	SERIOUS	128
964	N5143V	052782	LABELLE, FL	CESSNA	172RG	MINOR	146
965	N70541	030582	FARMERVILLE, LA	CESSNA	182L	SERIOUS	218
966	N4156D	050882	GULKANA, AK	HELIO	H-395	NONE	6
967	N4589Y	053182	GLENDIVE, MT	PIPER	PA-25-235	SERIOUS	254
968	N2931	053082	RADFORD, VA	MIGNET	HM293	MINOR	374
969	N19NS	050782	FREMONT, CA	SCORPION	133	NONE	80
970	N77BF	051082	HAZELTON, PA	BRYAN	HP-18	NONE	334
971	N1002P	050182	NEW EGYPT, NJ	BELL	47G	MINOR	284
972	N60166	050682	MILLINOCKET, ME	CESSNA	U206	NONE	230

## File Order Listing - Issue No. 5, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
973	N8456V	050382	ALVIN, TX	ROCKWELL INT	S-2R	SERIOUS	366
974	N1960C	050282	PLAIN DEALING, LA	CESSNA	170B	SERIOUS	220
975	N57738	070982	NORTH PLATTE, NE	PIPER	PA-36	FATAL	274
976	N8380E	062782	TWIN FALLS, ID	MOONEY	M20A	MINOR	182
977	N8588T	022682	ELOY, AZ	CESSNA	182C	MINOR	44
978	N2231Q	092482	SABETHA, KS	CESSNA	421A	NONE	204
979	N90165	061482	CONCORD, CA	ROBINSON	R22	NONE	112
980	N8132K	071982	EDISON, GA	GULFSTREAM	G-164B	NONE	164
981	N2TP	072082	BIRMINGHAM, AL	BEECH	J35	NONE	38
982	N63379	072582	LOUISVILLE, KY	CESSNA	150	NONE	216
983	N9528G	072982	ROCHE HARBOR, WA	CESSNA	172N	NONE	400
984	N1181S	072482	LITTLE RIVER, SC	SCHWEIZER	SGS-2-33A	NONE	346
985	N82168	071282	KENDRICK, ID	PIPER	PA-18-150	NONE	184
986	N1216L	071682	NEWPORT, OR	LAKE	LA-4	NONE	324
987	N7694M	072482	SUNNYSIDE, WA	CESSNA	175	MINOR	398
988	N8168U	072282	CORVALLIS, OR	CESSNA	150M	NONE	326
989	N1456G	071382	LAURENS, IA	BEECH	95-A55	MINOR	174
990	N93358	070382	MANSFIELD, MA	ERCOUPE	415-C	MINOR	226
991	N758AG	073082	HANSELL, IA	CESSNA	R172K	NONE	176
992	N29665	021782	TOADLENA, NM	PIPER	PA-28RT-20	SERIOUS	290
993	N2809K	033082	MONTROSE, CO	CESSNA	180K	MINOR	124
994	N61923	041782	BRECKENRIDGE, TX	CESSNA	172M	NONE	362
995	N3645J	041382	LAMESA, TX	CESSNA	150G	MINOR	358
996	N1225G	041482	CLEVELAND, TX	QUICKIE		NONE	360
997	N9963	041382	VICTORIA, AR	GRUMMAN	G-164A	NONE	40

File Order Listing - Issue No. 5, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
998	N3371P	041682	GARDINER, MT	PIPER	PA-23	NONE	248
999	N2983E	061182	DANVERS, MA	AERONCA	7AC	MINOR	224
1000	N9276Z	061582	KITTANNING, PA	BELL	47G-3B-1	FATAL	340



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 5 OF 1982 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 934      4/08/82      AKIACHAK, AK      A/C Reg. No. N9304K      Time (Lcl) - 1500 AST

-----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  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	5
Other	0	0	0	0

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

Make/Model      - PIPER PA-32  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-KIA5  
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- 225/006 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - 500 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- UNK/NR  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BETHEL, AK

Destination  
TOGIAC, AK

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

AKIACHAK  
Runway Ident      - 28  
Runway Lth/Wid      - 1900/ 40  
Runway Surface      - GRAVEL  
Runway Status      - SOFT

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

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

Age - 22  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type      - UNK/NR

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

Total	- 285	Last 24 Hrs	- 2
Make/Model	- 77	Last 30 Days	- UNK/NR
Instrument	- 50	Last 90 Days	- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT BEGAN TAKING OFF ON A SOFT RUNWAY WITH A LEFT QUARTERING CROSSWIND. HE STATED THAT HE WAS UNABLE TO GET ENOUGH SPEED ON THE SOFT MUD FOR A SAFE TAKEOFF. HE CUT THE POWER TO ABORT, BUT WAS UNABLE TO STOP ON THE REMAINING RUNWAY. THE PLANE CONTINUED OFF THE END OF THE RUNWAY WHERE THE RIGHT MAIN GEAR BROKE THROUGH THIN ICE AND SEPARATED. THE RIGHT WING WAS DAMAGED AND BEGAN BURNING WHERE A NAVIGATION LIGHT HAD BROKEN AND CAUSED A SPARK. A FIRE EXTINGUISHER WAS USED TO STOP THE FLAMES, BUT THE FIRE STARTED AGAIN WHEN THE EXTINGUISHER WAS EXHAUSTED.

Brief of Accident (Continued)

File No. - 934

4/08/82

AKIACHAK, AK

A/C Reg. No. N9304K

Time (Lc1) - 1500 AST

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF

Finding(s)

6. TERRAIN CONDITION - WEAK ICE

-----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. - 903      4/25/82      BIG LAKE, AK      A/C Reg. No. N170DM      Time (Lcl) - 1215 ADT

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

Eng Make/Model - CONTINENTAL C-145  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 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- VARIABLE-UNK/NR  
Visibility - 50.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ANCHORAGE, AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BIG LAKE  
Runway Ident - 24  
Runway Lth/Wid - 2800/ 70  
Runway Surface - GRAVEL  
Runway Status - ROUGH

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

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

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 163  
Make/Model- 12  
Instrument- UNK/NR  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT, THE PILOT ELECTED TO LAND AT THE BIG LAKE AIRPORT. BEFORE LANDING, HE NOTED THAT WEATHER WAS MOVING IN FROM THE NORTHWEST. ALSO, HE NOTED THAT THE WIND SOCK WAS LIMP, BUT FAVORED A LANDING TO THE WEST. HE LANDED, AND BEFORE TAKING OFF AGAIN, HE NOTED HE WIND SOCK HAD NOT MOVED. DURING THE TAKEOFF ROLL, HE ENCOUNTERED A WING DROP AND VEER TO THE RIGHT, BUT CORRECTED THE SITUATION AND CONTINUED. REPORTEDLY, HE LIFTED OFF AT ABOUT 60 MPH AND LOWERED THE NOSE TO ACCELERATE WHEN THE RIGHT WING DROPPED ABRUPTLY AND THE PLANE VEERED SHARPLY TO THE RIGHT. HE STATED THAT HE HAD EXTREME DIFFICULTY CORRECTING, BUT FINALLY BROUGHT THE AIRCRAFT STRAIGHT. HOWEVER, THE AIRSPEED REMAINED AT ABOUT 60 KNOTS AND THE PLANE WOULD NOT CLIMB OUT OF GROUND EFFECT. HE ABORTED AND THE PLANE AND THE PLANE CONTINUED OFF THE END OF THE RUNWAY, CROSSED A ROAD, AND HIT A DITCH. THE PILOT STATED THAT THE WIND SHIFTED TO A QUARTERING TAILWIND. THE PASSENGER A SMALL CHILD, WAS SECURED ON THE PILOT'S LAP WITH THE SAME BELT.

Brief of Accident (Continued)

File No. - 903

4/25/82

BIG LAKE, AK

A/C Reg. No. N170DM

Time (Lc1) - 1215 ADT

-----  
Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 966      5/08/82      GULKANA,AK      A/C Reg. No. N4156D      Time (Lcl) - 1030 AST

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

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

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

Make/Model - HELIO H-395	Eng Make/Model - LYCOMING GO-480	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 5	Rated Power - 295 HP	

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

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

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 900
SE LAND	Months Since - UNK/NR	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED FAIRBANKS, ALASKA IN HIS WHEEL EQUIPPED HELIO H-395 AND PROCEEDED ON A FLIGHT TO GULKANA, ALASKA. WHILE EN ROUTE, HE ELECTED TO LAND ON AN ISLAND NEAR THE JUNCTION OF THE SUSITNA AND OSHETINA RIVERS. DURING THE LANDING, THE GEAR FELL THROUGH THE SNOW AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 966

5/08/82

GULKANA, AK

A/C Reg. No. N4156D

Time (Lc1) - 1030 AST

---

Occurrence            NOSE OVER  
Phase of Operation    LANDING

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 950      5/14/82      GULKANA, AK      A/C Reg. No. N6952K      Time (Lcl) - 0841 ADT

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

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

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

Make/Model - PIPER PA-20S	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	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	GULKANA
Wind Dir/Speed- 360/001 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 100
Cloud Conditions(1st) - 6000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 5066
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 111
		Multi-Eng - 265
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER, A PRIVATE PILOT, WAS GETTING DUAL INSTRUCTIONAL TRAINING IN HIS TAILWHEEL EQUIPPED AIRCRAFT. THE AIRCRAFT WAS A PIPER PA-20 THAT HAD BEEN CONVERTED FROM A MODEL PA-22. THE OWNER HAD ACCUMULATED ABOUT 10 HOURS OF FLIGHT TIME IN THIS MAKE AND MODEL. THE ACCIDENT OCCURRED WHEN THE AIRCRAFT GROUND LOOPED DURING A PRACTICE LANDING. THE INSTRUCTOR PILOT (IP) REPORTED THAT THE OWNER/TRAINEE WAS DOING SO WELL WITH HIS PRACTICE THAT HE (THE IP) JUST RELAXED. REPORTEDLY AFTER THE AIRCRAFT TOUCHED DOWN, IT WAS GOING STRAIGHT, AND THE IP THOUGHT THE PLANE WAS UNDER CONTROL, WHEN IT STARTED TO MOVE SLIGHTLY TO THE RIGHT. THE TRAINEE STARTED TO CORRECT WITH LEFT RUDDER, BUT THE MOVEMENT TO THE RIGHT CONTINUED. THE IP THEN TRIED TO CORRECT THE IMPENDING GROUND LOOP, BUT WAS UNABLE. THE LEFT MAIN GEAR COLLAPSED AND THE LEFT WING WAS DAMAGED.



Brief of Accident (Continued)

File No. - 950

5/14/82

GULKANA,AK

A/C Reg. No. N6952K

Time (Lc1) - 0841 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT

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. - 928      5/15/82      LATOUCHE ISLAND, AK      A/C Reg. No. N9366T      Time (Lcl) - 0730 ADT

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

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

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

Make/Model - CESSNA 180C	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 265 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE HOOD, AK	GRAVEL STRIP
Wind Dir/Speed- CALM		Runway Ident - UNK/NR
Visibility - 60.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE	Type Approach Flown - 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 - 697
SE LAND	Months Since - 23	Make/Model- 560
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

A TAKEOFF WAS INITIATED FROM A DRY GRAVEL STRIP IN CALM WIND CONDITIONS. THE PILOT REPORTED THAT JUST PRIOR TO LIFT-OFF, THE MAIN LANDING GEAR ROLLED OVER A 2 X 12 INCH BOARD THAT FLIPPED UP AND STRUCK THE RIGHT ELEVATOR. REPORTEDLY, A PART OF THE ELEVATOR SEPARATED AND THE PILOT WAS UNABLE TO MAINTAIN AIRCRAFT CONTROL. THE AIRCRAFT SETTLED AND TOUCHED DOWN ON THE BEACH ABOUT 150 FT FROM THE END OF THE STRIP, THEN WENT OVER ON ITS BACK. THE PILOT STATED THAT THE BOARD WAS COVERED WITH A THIN LAYER OF SAND AND WAS NOT VISIBLE.

Brief of Accident (Continued)

File No. - 928      5/15/82      LATOUCHE ISLAND, AK      A/C Reg. No. N9366T      Time (Lc1) - 0730 ADT

---

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

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

Finding(s)

3. FLIGHT CONTROL, ELEVATOR - FOREIGN OBJECT DAMAGE
- 

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

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. TERRAIN CONDITION - WET
- 

-----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. - 949      5/23/82      PORTAGE CREEK, AK      A/C Reg. No. N55038      Time (Lcl) - 2000 ADT

-----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

Crew  
Pass  
Other

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

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

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
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 - 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- 315/010 KTS  
Visibility - 40.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
DILLINGHAM, AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PORTAGE CREEK  
Runway Ident - 03  
Runway Lth/Wid - 1900/ 90  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 22  
Biennial Flight Review

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

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

Total	- 451	Last 24 Hrs	- 4
Make/Model-	114	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	110
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE ENCOUNTERED A DOWNDRAFT AND THE PLANE STALLED AND HIT THE GROUND DURING TAKEOFF. THE AIRCRAFT CAME TO REST WITH A BROKEN NOSE GEAR, BENT PROPELLER, BROKEN ENGINE MOUNT, AND A BROKEN STROBE LIGHT. AN INVESTIGATION REVEALED THE WIND WAS FROM THE NORTHWEST AT ABOUT 10 KNOTS. ALSO, IT WAS NOTED THAT THE TERRAIN AROUND THE AIRPORT WAS FLAT WITH NO HILLS OR RISING TERRAIN.

Brief of Accident (Continued)

File No. - 949

5/23/82

PORTAGE CREEK, AK

A/C Reg. No. N55038

Time (Lc1) - 2000 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 952      5/27/82      OUZINKIE, AK      A/C Reg. No. N4877X      Time (Lcl) - 1300 ADT

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

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

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

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	KODIAK, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	Ouzinkie, AK		Ouzinkie Seaplane Base	
Wind Dir/Speed	- 135/030 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- UNK/NR	Runway Lth/Wid	- 10000/ 300
Cloud Conditions(1st)	- 2000 FT OVERCAST	Type of Clearance	- NONE	Runway Surface	- WATER
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- NONE	Runway Status	- WATER - CHOPPY
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2649	Last 24 Hrs - 5
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 111	Last 30 Days - UNK/NR
	Aircraft Type - CESSNA	Instrument - 122	Last 90 Days - 193
		Multi-Eng - 4	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT MADE HIS LANDING APPROACH OVER THE VILLAGE SO AS TO LAND THE FLOAT PLANE ON THE BAY AND INTO A 30 KNOT HEAD WIND. WHILE ON FINAL APPROACH, THE AIRCRAFT'S RATE OF DESCENT INCREASED. THE PILOT ADDED FULL POWER AND STARTED TO RAISE THE NOSE, BUT THE PLANE STRUCK THE BEACH IN ABOUT SIX INCHES OF WATER. THE PLANE BOUNCED INTO THE BAY AND REMAINED AFLOAT, BUT BOTH WINGS AND BOTH FLOATS WERE DAMAGED. THE WATER RUDDERS WERE UNUSABLE, BUT THE PLANE WAS TAXIED TO A BEACH BY SAILING AND USING POWER. THE PILOT BELIEVED HE HAD ENCOUNTERED WIND SHEAR DURING THE LANDING APPROACH; HOWEVER, WIND SHEAR WAS NOT VERIFIED. THE AIRCRAFT'S CENTER-OR-GRAVITY WAS NEAR THE FORWARD LIMIT.

Brief of Accident (Continued)

File No. - 952

5/27/82

OUZINKIE,AK

A/C Reg. No. N4877X

Time (Lcl) - 1300 ADT

Occurrence #1       UNDERSHOOT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2       HARD LANDING

Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

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

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

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. - 947      5/29/82      KODIAK, AK      A/C Reg. No. N12630      Time (Lcl) - 1420 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
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-200A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - 5500 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>KODIAK, AK</p> <p>Destination</p> <p>ANCHORAGE, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - WET</p> <p>SOFT</p>
--	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP</p> <p>SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-28R</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 503</p> <p>Make/Model- 36</p> <p>Instrument- 42</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 30</p> <p>Last 90 Days- 43</p>
---	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RECEIVED A WEATHER BRIEFING BEFORE TAKEOFF. AT THAT TIME, THE WEATHER AT THE DESTINATION WAS IMPROVING, BUT WAS STILL MARGINAL VFR. THE PILOT TOOK OFF AND PROCEEDED ON A VFR FLIGHT PLAN. WHILE EN ROUTE, HE DETERMINED THAT EITHER HIS COMPASS OR DIRECTIONAL GYRO HAD A PROBLEM SINCE THE GYRO HAD TO BE RESET CONTINUOUSLY. AS THE WEATHER DETERIORATED, THE PILOT BECAME UNCERTAIN OF HIS POSITION. SEVERAL ATTEMPTS WERE MADE TO IDENTIFY THE PLANE'S POSITION WITH THE USE OF A COAST GUARD RESCUE AIRCRAFT. WHEN HIS FUEL SUPPLY BECAME CRITICAL, THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING ON THE BEACH OF AN ISLAND. AFTER TOUCHDOWN, HE HELD THE NOSE OFF AS LONG AS POSSIBLE. HOWEVER, WHEN THE NOSEWHEEL TOUCHED DOWN, IT SHEARED OFF. THE NOSE GEAR FORK DUG INTO THE SOFT, WET TERRAIN AND THE PLANE NOSED OVER. THE COAST GUARD LOCATED THE DOWNED AIRCRAFT AND AIRLIFTED THE PILOT AND PASSENGER TO KODIAK, AK.



Brief of Accident (Continued)

File No. - 947

5/29/82

KODIAK, AK

A/C Reg. No. N1263Q

Time (Lc1) - 1420 ADT

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - ERRATIC
  2. WEATHER CONDITION - CLOUDS
  3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
  5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
  6. FLUID, FUEL - LOW LEVEL
  7.        PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  8. TERRAIN CONDITION - SOFT
  9. TERRAIN CONDITION - HIGH VEGETATION
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 879      6/13/82      SELDOVIA,AK      A/C Reg. No. N2949C      Time (Lc1) - 1439 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

Eng Make/Model - CONTINENTAL D-470-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 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- 150/015 KTS  
Visibility - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ENGLISH BAY,AK  
Destination  
SELDOVIA,AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
SELDOVIA

Runway Ident - 16  
Runway Lth/Wid - 2600/ 150  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51  
Biennial Flight Review  
Current - NO  
Months Since - 26  
Aircraft Type - C-180

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

Total	- 1279	Last 24 Hrs -	0
Make/Model-	688	Last 30 Days-	8
Instrument-	14	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT NOTED THAT OIL BEGAN TO COLLECT ON THE WINDSCREEN. HE CONTINUED THE FLIGHT TO THE DESTINATION AND LANDED ON RUNWAY 16 WITH AN OIL COVERED WINDSCREEN AND IN WHAT HE DESCRIBED AS "SQUIRRELLY WINDS." THE WIND WAS ESTIMATED TO BE FROM 150 DEGREES AT 15 GUSTING 22 KNOTS WITH LIGHT TURBULENCE. DURING THE LANDING ROLL, THE PILOT LOST CONTROL OF THE AIRCRAFT IN THE UNFAVORABLE WIND CONDITIONS WHILE HIS FORWARD VISIBILITY WAS RESTRICTED. THE AIRCRAFT GROUND LOOPED AND RAN OFF THE LEFT SIDE OF THE RUNWAY. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE OIL FILLER EXTENSION TUBE HAD SEPARATED FROM THE ENGINE CASE. THE PILOT STATED THAT A SIMILAR TYPE OF PROBLEM OCCURRED IN MAY 1979 AND THAT THE MAINTENANCE PERSONNEL HAD EPOXIED THE OIL FILLER EXTENSION TUBE BACK INTO THE ENGINE.

Brief of Accident (Continued)

File No. - 879

6/13/82

SELDOVIA, AK

A/C Reg. No. N2949C

Time (Lc1) - 1439 ADT

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

Finding(s)

1. LUBRICATING SYSTEM, OIL TUBING - SEPARATION
2. FLUID, OIL - LEAK

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

Finding(s)

3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OTHER
4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE, CLEAR AIR
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - UNFAVORABLE WIND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,8,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 852      6/15/82      DRY BAY, AK      A/C Reg. No. N1952U      Time (Lc1) - 1700 ADT

-----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 - CESSNA U206	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	YAKUTAT YAK, AK	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	DRY BAY, AK	ARNIE ISREALSON
Wind Dir/Speed- VARIABLE/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3070
SE LAND	Months Since - 17	Make/Model- 95
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE ARRIVED IN MARGINAL VFR WEATHER CONDITIONS WITH RAIN AND VARIABLE WINDS GUSTING TO 12 KNOTS. HE STATED THAT THE WINDSOCK FAVORED A LANDING TO THE EAST, DOWNHILL, TO A WET GRASS RUNWAY. HE REPORTED THAT DURING A SHORT FIELD APPROACH, HE ENCOUNTERED A GUST FROM THE SOUTH WHILE HIS VISION WAS OBSCURED BY THE RAIN. SUBSEQUENTLY, HE TOUCHED DOWN SHORT OF THE RUNWAY IN BRUSH.

Brief of Accident (Continued)

File No. - 852

6/15/82

DRY BAY, AK

A/C Reg. No. N1952U

Time (Lcl) - 1700 ADT

Occurrence #1           UNDERSHOOT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7.     IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 845      6/18/82      NEAR CHINITNA BAY, AK      A/C Reg. No. N4212Q      Time (Lc1) - 1645 ADT

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

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

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

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	NEAR CHINITNA BAY, AK	Runway Ident - N/A
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 8510
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - C-185	Make/Model- 3700
		Last 30 Days- 6
		Instrument- 250
		Last 90 Days- 20
		Multi-Eng - 1210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS CHARTERED TO SALVAGE GEAR FROM A BURNED HOVERCRAFT THAT WAS BEACHED ABOUT ONE MILE SOUTH OF CHINITNA BAY. THE PILOT REPORTED THAT THE TWO PASSENGERS GOT THE GEAR READY TO LOAD WHILE HE HELD THE PLANE OFF THE BEACH BY HAND, TRYING TO KEEP THE FLOATS FROM BEING DAMAGED. ALSO, HE REPORTED THAT HE LOADED THE PLANE WHILE A PASSENGER HELD IT. AFTER THE AIRCRAFT WAS LOADED, THE PILOT TAXIED OUT AND BEGAN A SOUTH TAKEOFF. HOWEVER, THE AIRCRAFT WOULD NOT GET ON THE STEP. A CHECK OF THE RIGHT FLOAT REVEALED THAT THE SECOND COMPARTMENT FROM THE FRONT WAS FULL OF WATER. THE OTHER COMPARTMENTS WERE DRY. WHILE TAXIING TO A SAND BEACH ABOUT 3 TO 5 MILES AWAY, THE NOSE OF THE AIRCRAFT WENT UNDER THE WATER. THE OCCUPANTS EGRESSED WITH SOME DIFFICULTY. A SHORT TIME LATER, THE PLANE ROLLED OVER AND A HOLE WAS NOTED IN THE NO. 2 COMPARTMENT NEXT TO THE KEEL. ONE PASSENGER STAYED WITH THE PLANE UNTIL RESCUED. THE OTHER PASSENGER IS PRESUMED TO HAVE DROWNED WHILE HE AND THE PILOT WERE SWIMMING TO SHORE.

Brief of Accident (Continued)

File No. - 845

6/18/82

NEAR CHINITNA BAY, AK

A/C Reg. No. N4212Q

Time (Lcl) - 1645 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  4. LANDING GEAR, FLOAT ASSEMBLY - FOREIGN OBJECT DAMAGE
  5. LANDING GEAR, FLOAT ASSEMBLY - PENETRATED
  6. LANDING GEAR, FLOAT ASSEMBLY - LEAK
- 

Occurrence #2        NOSE DOWN  
Phase of Operation    TAXI

-----

Occurrence #3        ROLL OVER  
Phase of Operation    STANDING

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 870

6/24/82

JUNEAU, AK

A/C Reg. No. N83200

Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	5
Accident Occurred During	-CLIMB	0	0	0	0

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - CESSNA U206  
Landing Gear - FLOAT  
Max Gross Wt - 3500  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 350/005 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - 25000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
JUNEAU, AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND, SE SEA, ME SEA

Age - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8040	Last 24 Hrs	- UNK/NR
Make/Model	- 1510	Last 30 Days	- UNK/NR
Instrument	- 18	Last 90 Days	- 40
Multi-Eng	- 1000		

Instrument Rating(s) - NONE

-----Narrative-----

THE FLOAT EQUIPPED AIRCRAFT CRASHED INTO TREES AFTER TAKING OFF FROM SAMONN CREEK RESERVOIR WHILE DEPARTING WITH OVERNIGHT CAMPERS. THE RESERVOIR WAS LOCATED IN A STEEP WALLED CANYON. THE PILOT REPORTED THAT HE TOOK OFF HEADING NORTH INTO THE CANYON, RAISED THE FLAPS, AND REDUCED THE POWER TO 2500 RPM AND 25 INCHES MANIFOLD PRESSURE. HE REPORTED THAT HE KEPT THE NOSE LOWERED TO GAIN AIRSPEED, BUT ENCOUNTERED A DOWNDRAFT, SHORTLY AFTER TAKEOFF, WHILE MAKING A LEFT TURN. THE AIRCRAFT SETTLED INTO TREES ALONG THE SHORE.



Brief of Accident (Continued)

File No. - 870

6/24/82

JUNEAU,AK

A/C Reg. No. N83200

Time (Lcl) - 1430 PDT

---

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
  5. WEATHER CONDITION - DOWNDRAFT
  6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  7. TERRAIN CONDITION - HIGH TERRAIN
  8. OBJECT - TREE(S)
- 

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 847      6/26/82      NEAR ANCHORAGE, AK      A/C Reg. No. N3483D      Time (Lcl) - 1000 ADT

-----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 -TAXI		Other	0	0	0
				None	1
					4
					0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BIRCHWOOD, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	10 NNE TYONEK, AK	Runway Ident - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 29	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A FISHING TRIP, THE PILOT LANDED ON AN ABANDONED OIL EXPLORATION ROADWAY. THE PILOT REPORTED THAT HE DID NOT REALIZE HOW NARROW THE ROADWAY WAS UNTIL AFTER HE HAD LANDED AND SLOWED THE AIRCRAFT. HE REPORTED THAT HE WAS NOT AWARE THAT THE EDGES OF THE ROAD WERE SOFT DUE TO EROSION. THE PILOT STATED THAT HE TAXIED A LITTLE TOO FAR TO THE LEFT, SANK A WHEEL IN THE SOFT EMBANKMENT, AND ROLLED THE PLANE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 847

6/26/82

NEAR ANCHORAGE, AK

A/C Reg. No. N3483D

Time (Lcl) - 1000 ADT

---

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

---

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 844      8/06/82      NEAR ANCHORAGE, AK      A/C Reg. No. N251T      Time (Lcl) - 1720 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER PA-12  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
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/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/016 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TRAPPER CREEK, AK

Destination  
ANCORAGE, AK

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 39

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	Last 24 Hrs	3
5475		

Make/Model	Last 30 Days	0
15		

Instrument	Last 90 Days	75
830		

Multi-Eng	4425

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, THE ENGINE QUIT WHEN THE RIGHT TANK WENT DRY. HE SWITCHED THE FUEL SELECTOR TO THE LEFT TANK, BUT THE ENGINE WOULD NOT START. SUBSEQUENTLY, THE PLANE WAS DAMAGED DURING A FORCED LANDING IN A CREEK BOTTOM NEAR POWERLINES. DUE TO THE LOCATION OF THE POWERLINES, HE HAD TO LAND DOWNWIND. THE AIRCRAFT HAD AN ENDURANCE OF 4.4 HOURS WITH 40 GALLONS OF FUEL ON BOARD. THE AIRCRAFT HAD ACCUMULATED ABOUT 3.5 HOURS SINCE IT TOOK OFF FROM ITS ORIGINAL DEPARTURE POINT. THE PILOT ESTIMATED THAT HE INITIATED THE FLIGHT WITH 20 GALLONS OF FUEL.

Brief of Accident (Continued)

File No. - 844

8/06/82

NEAR ANCHORAGE, AK

A/C Reg. No. N251T

Time (Lcl) - 1720 ADT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - 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 OBSTRUCTION(S)
5. WEATHER CONDITION - TAILWIND

-----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. - 881      1/18/82      MADISON COUNTY,AL      A/C Reg. No. N641CH      Time (Lcl) - 1835 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	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 210L  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L4  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC

Itinerary

Last Departure Point  
DESTIN,FL  
Destination  
TULLAHOMA,TN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HUNTSVILLE-MADISON COUNTY  
Runway Ident - 18  
Runway Lth/Wid - 8000/ 150  
Runway Surface - CONCRETE  
Runway Status - WET

ATC/Airspace

Wind Dir/Speed- 110/008 KTS  
Visibility - 1.5 SM  
Cloud Conditions(1st) - 700 FT SCATTERED  
Cloud Conditions(2nd) - 2300 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

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

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

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3854  
Make/Model- UNK/NR  
Instrument- 441  
Multi-Eng - 1009

Last 24 Hrs -	0
Last 30 Days-	21
Last 90 Days-	163

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED DESTIN, FL AT 1554 CST ON A FLIGHT TO TULLAHOMA, TN. THE ESTIMATED TIME EN ROUTE WAS LISTED ON THE FLIGHT PLAN AS 2.5 HRS WITH 4.5 HOURS FUEL ON BOARD. DURING ARRIVAL AT TULLAHOMA, THE PILOT INITIATED A VOR/DME-B APPROACH, BUT EXECUTED A MISSED APPROACH DUE TO WEATHER. THE AIRCRAFT WAS THEN CLEARED TO PROCEED TO HUNTSVILLE, AL. DURING AN ILS APPROACH AT HUNTSVILLE, THE ENGINE LOST POWER AFTER THE PILOT REPORTED THAT HE WAS LOW ON FUEL. THE PLANE CRASHED AT ABOUT 1835 CST WHEN IT STRUCK TREES DURING A FORCED LANDING. AN INVESTIGATION REVEALED THAT THE PLANE WAS LAST REFUELED ON 1/17/82 AT TULLAHOMA. AFTER THAT, IT WAS FLOWN AROUND THE AIRPORT PATTERN, AND THEN THE NEXT DAY, THE PLANE WAS FLOWN TO DESTIN. AN EXAMINATION OF THE WRECKAGE REVEALED ONLY TRACES OF FUELL.

Brief of Accident (Continued)

File No. - 881

1/18/82

MADISON COUNTY, AL

A/C Reg. No. N641CH

Time (Lc1) - 1835 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - HAZE
4. FLIGHT TO ALTERNATE DESTINATION - SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION
7. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation APPROACH

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. WEATHER CONDITION - FOG
10. OBJECT - TREE(S)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 926      5/14/82      WHEELER,AL      A/C Reg. No. N6301K      Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF		Other 0	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 - UNK/NR
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 262
SE LAND	Months Since - 11	Make/Model- 242
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THE AIRCRAFT MADE A SHARP, UNCONTROLLABLE TURN TO THE RIGHT WHEN HE WAS ABOUT 50 FT AGL. HE STATED THAT HE COULD NOT HOLD THE AIRCRAFT STRAIGHT AND IT WENT DOWN ON THE GRASS RUNWAY. AUTOMOTIVE FUEL WAS FOUND IN THE AIRCRAFT. THE PILOT INDICATED THAT HE HAD BEEN WARNED BY MECHANICS NOT TO USE AUTOMOTIVE FUEL IN THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 926

5/14/82

WHEELER,AL

A/C Reg. No. N6301K

Time (Lc1) - 1730 CDT

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

Finding(s)

1. FLUID,FUEL - IMPROPER
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 929      5/16/82      ALABASTER,AL      A/C Reg. No. N42799      Time (Lcl) - 1500 EST

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	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 - UNK/NR
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHELBY COUNTY
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800 -UNK/NR
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 24340
SE LAND,ME LAND,SE SEA	Months Since - 23	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 16100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AIR SHOW, THE AIRCRAFT WAS OBSERVED FLYING SLOWLY OVER THE RUNWAY ON A SOUTHERLY HEADING AT ABOUT 200 TO 250 FT AGL. FULL LEFT RUDDER WAS APPLIED ALONG WITH FULL UP ELEVATOR AND THE PLANE ENTERED A SPIN. AFTER ONE TURN, FULL OPPOSITE RUDDER WAS APPLIED BUT THE ELEVATOR REMAINED IN THE FULL UP POSITION. THE PLANE STRUCK THE RUNWAY ON A NORTHERLY HEADING IN ABOUT A 50 DEGREE, NOSE LOW ATTITUDE. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO PREIMPACT FAILURE.

Brief of Accident (Continued)

File No. - 929

5/16/82

ALABASTER,AL

A/C Reg. No. N42799

Time (Lc1) - 1500 EST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 862      6/05/82      AUBURN, AL      A/C Reg. No. N1AU      Time (Lcl) - 1200 CDT

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

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

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

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540C4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 250 HP		

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

<p>Weather Data</p> <p>Wx Briefing - BRFG RCVD, SOURCE UNK</p> <p>Method - UNK/NR</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - 2000 FT UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>AUBURN, AL</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ROBERT G. PITTS</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 3945/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2825
SE LAND, ME LAND	Months Since - 15	Make/Model- 821
	Aircraft Type - PA-250	Instrument- 181
		Multi-Eng - 921
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 73

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A DOWNWIND FOR A LANDING IN MULTI-ENGINE TRAINING, THE NOSE GEAR WOULD NOT EXTEND. ALL EFFORTS TO EXTEND THE NOSE GEAR, INCLUDING A BOUNCED LANDING, WERE UNSUCCESSFUL. THE AIRCREW INTENDED TO LAND ON THE MAIN GEAR AND THEN HOLD THE NOSE OFF UNTIL THE AIRCRAFT SLOWED. THE MULTI-ENGINE INSTRUCTOR (IP), WHO OCCUPIED THE RIGHT SEAT, ESTABLISHED THE AIRCRAFT ON A STRAIGHT-IN FINAL APPROACH WITH 1/2 FLAPS AND ZERO THRUST (10 IN HG) ON BOTH ENGINES. WHILE STILL AIRBORNE, THE IP COMMANDED THE STUDENT (A SINGLE-ENGINE IP) TO FEATHER BOTH PROPELLERS AND SHUT DOWN BOTH ENGINES. IMMEDIATELY THE RATE OF DESCENT INCREASED AND THE PLANE TOUCHED DOWN ON AN EMBANKMENT ABOUT 45 FT SHORT OF THE RUNWAY. THE PLANE BOUNCED, AND AFTER A SECOND TOUCHDOWN, THE NOSE CONTACTED THE RUNWAY ABOUT 55 FT BEYOND THE TOUCHDOWN POINT AND WAS DAMAGED. AN INVESTIGATION REVEALED THAT A ROCKING NUT WHICH RETAINED THE NOSEWHEEL, WAS MISSING. THE AIRCRAFT HAD UNDERGONE A 100 HR INSPECTION ABOUT 8 HOURS PREVIOUS TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 862

6/05/82

AUBURN,AL

A/C Reg. No. N1AU

Time (Lc1) - 1200 CDT

Occurrence #1

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. 100 HOUR INSPECTION - PERFORMED - OTHER MAINTENANCE PSNL
2. LANDING GEAR,WHEEL - LOOSE
3. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
4. LANDING GEAR,NOSE GEAR - JAMMED
5. PROPELLER FEATHERING - PREMATURE - PILOT IN COMMAND(CFI)

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
7. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 981      7/20/82      BIRMINGHAM, AL      A/C Reg. No. N2TP      Time (Lc1) - 0200 CDT

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

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

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

Make/Model - BEECH J35	Eng Make/Model - CONTINENTAL IO-470-C	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 - 250 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/001 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 4000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 20000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</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;">ELGIN AFB</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</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;">BIRMINGHAM MUNICIPAL</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 style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - B-35</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1888</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 789</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 278</td> <td>Last 90 Days- 29</td> </tr> <tr> <td>Multi-Eng - 49</td> <td></td> </tr> </table>	Total - 1888	Last 24 Hrs - UNK/NR	Make/Model- 789	Last 30 Days- UNK/NR	Instrument- 278	Last 90 Days- 29	Multi-Eng - 49	
Total - 1888	Last 24 Hrs - UNK/NR									
Make/Model- 789	Last 30 Days- UNK/NR									
Instrument- 278	Last 90 Days- 29									
Multi-Eng - 49										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD RECEIVED AN INSTRUMENT CLEARANCE BEFORE STARTING THE ENGINE AND NOTED THAT THE BATTERY WAS WEAK. HE REPORTED THAT HE DECIDED TO PULL THE PROPELLER THROUGH AND TURNED THE IGNITION SWITCH TOWARD THE OFF POSITION. AS THE PROPELLER WAS ROTATED BY HAND, THE ENGINE STARTED. THE AIRCRAFT JUMPED THE CHOCKS AND COLLIDED WITH A CESSNA 172 THAT WAS PARKED NEARBY. A FUNCTIONAL CHECK OF THE MAGNETO SWITCH REVEALED THAT IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 981

7/20/82

BIRMINGHAM, AL

A/C Reg. No. N2TP

Time (Lc1) - 0200 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 997      4/13/82      VICTORIA, AR      A/C Reg. No. N9963      Time (Lcl) - 1100 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	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 - GRUMMAN G-164A	Eng Make/Model - P&W R-1340	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 - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	
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)
COMMERCIAL	Current - YES	Total - 1493
SE LAND	Months Since - 2	Make/Model- 348
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED TAKING OFF WITH FULL TANKS AND ABOUT 1600 LBS OF FERTILIZER. AFTER TAKEOFF, HE FLEW A SHORT DISTANCE TO THE FIELD THAT WAS BEING WORKED AND MADE ONE SWATH RUN. DURING A PROCEDURE TURN CLOSE TO TREES, THE AIRCRAFT STALLED AND CRASHED.



Brief of Accident (Continued)

File No. - 997

4/13/82

VICTORIA, AR

A/C Reg. No. N9963

Time (Lc1) - 1100 CST

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 859      6/14/82      GOULD, AR      A/C Reg. No. N4531X      Time (Lc1) - 1400 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
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      -APPROACH

Other

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

Make/Model      - PIPER PA-28-140

Eng Make/Model      - LYCOMING O-320

ELT Installed/Activated      - YES/YES

Landing Gear      - TRICYCLE-FIXED

Number Engines      - 1

Stall Warning System      - UNK/NR

Max Gross Wt      - 2050

Engine Type      - RECIPROCATING-CARBURETOR

Weather Radar      - UNK/NR

No. of Seats      - 2

Rated Power      - 160 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 184/005 KTS

Visibility      - 11.0 SM

Cloud Conditions(1st)      - 4500 FT

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

PRIVATE STRIP

Runway Ident      - 18

Runway Lth/Wid      - 2600 -UNK/NR

Runway Surface      - GRAVEL

Runway Status      - UNK/NR

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

Pilot-In-Command

Age      - 21

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current      - N/A

Total      - 47

Last 24 Hrs      - 0

Months Since      - N/A

Make/Model- 8

Last 30 Days- UNK/NR

Aircraft Type      - N/A

Instrument- 0

Last 90 Days- 8

Instrument Rating(s)      - UNK/NR

-----Narrative-----

THE STUDENT PILOT STATED THAT HE WAS MAKING A LANDING OVER WIRES WHEN HE STALLED AND THE AIRCRAFT NOSED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 859

6/14/82

GOULD,AR

A/C Reg. No. N4531X

Time (Lcl) - 1400 CST

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

Finding(s)  
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)  
2.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3.    IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND  
4. STALL - INADVERTENT - PILOT IN COMMAND  
-----

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 977      2/26/82      ELOY, AZ      A/C Reg. No. N8588T      Time (Lcl) - 1930 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAWTHORNE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TUSCON, AZ	Runway Ident - 02
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Lth/Wid - 3900 -UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 89
SE LAND	Months Since - UNK/NR	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 AIRCRAFT CRASHED NEAR THE END OF A RUNWAY ON A DARK NIGHT. THE PILOT STATED TO THE POLICE THAT HE HAD RUN OUT OF FUEL. THE POLICE FOUND WEAPONS, DRUGS, AND LIQUOR IN THE PILOT'S POSSESSION. AN ESTIMATED 3 GALLONS OF FUEL WAS FOUND IN EACH TANK. ACCORDING TO THE TYPE CERTIFICATE FOR THIS AIRCRAFT, EACH REQUIRES OVER 5 GALLONS OF FUEL FOR SAFE OPERATION.

Brief of Accident (Continued)

File No. - 977

2/26/82

ELOY,AZ

A/C Reg. No. N8588T

Time (Lcl) - 1930 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 895      4/28/82      LITCHFIELD PARK, AZ      A/C Reg. No. N5434D      Time (Lcl) - 0935 PDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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 - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 130
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 12
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 127

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS A PRIVATE PILOT WHO WAS PRACTICING FOR A COMMERCIAL CERTIFICATE. DURING THE FLIGHT, HE ELECTED TO MAKE A SIMULATED EMERGENCY LANDING ON A DIRT STRIP. HE STATED THAT DURING THE TAKEOFF PHASE OF A TOUCH AND GO, HE ENCOUNTERED A DUST DEVIL. REPORTEDLY, HE APPROACHED A STALL CONDITION WHILE ATTEMPTING TO CLEAR TREES, THEN IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 895      4/28/82      LITCHFIELD PARK, AZ      A/C Reg. No. N5434D      Time (Lc1) - 0935 PDT

---

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
- 

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

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  3. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

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

---

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 889      6/10/82      FLAGSTAFF,AZ      A/C Reg. No. N341BB      Time (Lc1) - 1627 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4
0	0	0	0

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

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - AEROSPATIALE 341G  
Landing Gear - SKID  
Max Gross Wt - 3600  
No. of Seats - 5

Eng Make/Model - ASTAZOU III  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 400 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- 270/015 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  
FLAGSTAFF,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)

COMMERCIAL  
SE LAND  
HELICOPTER

Age - 43

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - ALOUETT

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4500	Last 24 Hrs -	3
Make/Model-	4		Last 30 Days-	25
Instrument-	170		Last 90 Days-	75
			Rotorcraft -	4399

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT REPORTED THAT HE LIFTED OFF TO A 5 FT HOVER WITH 4 PASSENGERS AND 70 GALLONS OF FUEL ON BOARD. HE REPORTED THAT DURING THE HOVER CHECK, ALL INSTRUMENTS WERE IN THE GREEN WITH THE TURBINE OUTLET TEMPERATURE AT 550 DEGREES. THE PILOT STATED THAT HE STARTED TO MOVE FORWARD AND CLIMB INTO THE WIND WHEN THE ROTOR RPM BEGAN DROPPING. AT THAT TIME, HE ESTIMATED THAT HIS ALTITUDE WAS ABOUT 10 FT AGL AND HIS GROUND SPEED WAS ABOUT 3 TO 4 KNOTS. HE STATED THAT THE AIRCRAFT WAS DESCENDING AND STILL MOVING FORWARD AS THE PITCH WAS INCREASED TO CUSHION THE GROUND CONTACT. DURING TOUCHDOWN, THE MAIN ROTOR STRUCK THE TAIL BOOM. THE DENSITY ALTITUDE WAS ABOUT 9800 FT.



Brief of Accident (Continued)

File No. - 889

6/10/82

FLAGSTAFF, AZ

A/C Reg. No. N341BB

Time (Lcl) - 1627 MST

---

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 940      6/19/82      SCOTTSDALE, AZ      A/C Reg. No. N4947H      Time (Lc1) - 2026 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 290/004 KTS  
Visibility      - 30.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SCOTTSDALE, AZ  
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

SCOTTSDALE  
Runway Ident      - 21  
Runway Lth/Wid      - 4800/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current      - YES  
Months Since      - 6  
Aircraft Type      - PA-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 640	Last 24 Hrs	- 4
Make/Model	- 90	Last 30 Days	- 50
Instrument	- 70	Last 90 Days	- 160
Multi-Eng	- 31		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT, THE STUDENT PILOT AND INSTRUCTOR PILOT (IP) WERE PRACTICING TOUCH AND GO LANDINGS. AFTER PRACTICING A SOFT FIELD APPROACH AND LANDING, THE STUDENT INITIATED A SHORT FIELD TAKEOFF WITH FULL POWER AND 10 DEGREES OF FLAPS. AFTER LIFT-OFF, THE ENGINE SUDDENLY LOST POWER WHILE THE AIRCRAFT WAS CLIMBING THROUGH ABOUT 60 FT AGL. THE IP TOOK CONTROL OF THE AIRCRAFT AND INITIATED CORRECTIVE ACTIONS. HE LANDED STRAIGHT AHEAD, BEYOND THE END OF THE RUNWAY, BUT WAS UNABLE TO STOP THE PLANE BEFORE HITTING A FENCE. AFTER HITTING A FENCE, THE PLANE NOSED OVER. ON 6/30/82, THE ENGINE WAS STARTED AND CHECKED. NO DISCREPANCIES WERE REPORTED EXCEPT FOR AN EXCESSIVE DROP WHEN THE MAGNETOS WERE CHECKED.

Brief of Accident (Continued)

File No. - 940

6/19/82

SCOTTSDALE, AZ

A/C Reg. No. N4947H

Time (Lcl) - 2026 MST

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      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - FENCE

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 829 1/17/82 DAVIS,CA

A/C Reg. No. N63182

Time (Lcl) - 1830 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- 070 -UNK/NR  
Visibility - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
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

UNIVERSITY  
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 - 18

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 77	Last 24 Hrs	- UNK/NR
Make/Model-	73	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT HAD RECENTLY RECEIVED A NIGHT CHECKOUT ON 1/8/82 AND WAS SCHEDULED TO HAVE BEEN ON A PRACTICE NIGHT FLIGHT. THE THREE NEAREST WEATHER STATIONS REPORTED CEILINGS BETWEEN 200 FT AND 400 FT AND VISIBILITIES FROM 3/4 TO 1 1/2 MILES WITH FOG. THE AIRCRAFT CRASHED ABOUT ONE MILE SOUTH OF THE AIRPORT AND ABOUT 1/2 MILE WEST OF THE RUNWAY CENTERLINE. MATERIAL FROM THE LEFT WING WAS FOUND AT THE INITIAL IMPACT POINT. AFTER IMPACT, THE AIRCRAFT TRAVELED 75 FT ON A HEADING OF 170 DEGREES. AN INVESTIGATION REVEALED NO FAILURES OF THE AIRCRAFT OR ENGINE. THERE WAS NO RECORD OF A PREFLIGHT WEATHER BRIEFING.

Brief of Accident (Continued)

File No. - 829

1/17/82

DAVIS,CA

A/C Reg. No. N63182

Time (Lcl) - 1830 PST

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 - LOW CEILING
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

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

Finding(s)

5. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 893      1/23/82      WATSONVILLE, CA      A/C Reg. No. N10194      Time (Lc1) - 1500 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -MANEUVERING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - BELL 47G-2  
Landing Gear - SKID  
Max Gross Wt - 2350  
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15695	Last 24 Hrs	- 2
Make/Model-	4640	Last 30 Days-	20
Instrument-	UNK/NR	Last 90 Days-	90
Multi-Eng -	120	Rotorcraft -	6483

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRECEDING SPRAY OPERATION, THE PILOT NOTED THAT SOME OF THE SPRAY NOZZLES WERE NOT FUNCTIONING PROPERLY. HE FLUSHED THE TANKS WITH FRESH WATER AND PARTIALLY REFILLED THEM WITH WATER TO PERFORM AN AIRBORNE NOZZLE CHECK. WHILE PERFORMING THE CHECK AT ABOUT 30 FT AGL, HE BECAME ENGROSSED IN VISUALLY CHECKING THE BOOM NOZZLES. HE DID NOT NOTICE A TELEPHONE LINE IN HIS FLIGHT PATH UNTIL IT WAS TOO LATE TO AVOID STRIKING IT. AFTER SEVERING THE LINE, THE PILOT MADE AN IMMEDIATE LANDING IN A MUDDY FIELD. WHILE LANDING IN A NOSE-HIGH ATTITUDE, THE TAIL ROTOR STRUCK THE GROUND WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 893

1/23/82

WATSONVILLE, CA

A/C Reg. No. N10194

Time (Lc1) - 1500 PST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - 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) 2,3,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 958      1/28/82      LOS GATOS, CA      A/C Reg. No. N32678      Time (Lc1) - 1820 PST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	DESTROYED					
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass		0	0	0
Accident Occurred During	-CRUISE		Other		0	0	0

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

Make/Model	- PIPER 28-151	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MONTEREY, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	OAKLAND, CA		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- .125 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- 20 FT OVERCAST	Type of Clearance	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- NONE		
Obstructions to Vision	- FOG				
Precipitation	- NONE				
Condition of Light	- NIGHT (DARK)				

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

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 2750	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 4	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 196	Last 90 Days - 330
		Multi-Eng - 2150	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT PREPARED TO DEPART ON A SCHEDULED COURIER RUN IN A PIPER PA-32, BUT WAS UNABLE TO START THE ENGINE. AFTER CONSULTING WITH COMPANY PERSONNEL, HE RENTED A PIPER PA-28-151, TRANSFERRED THE CARGO AND DEPARTED MONTEREY, CA ON A FLIGHT TO OAKLAND, CA. AFTER DEPARTING THE MONTEREY TRSA, HE CONTINUED WITH NO FAA FLIGHT PLAN. ABOUT 30 MINUTES AFTER TAKEOFF, THE AIRCRAFT CRASHED IN MOUNTAINOUS TERRAIN LOCATED WITHIN THE TOWN OF LOS GATOS, CA. RESIDENTS IN THE AREA REPORTED THAT THE VISIBILITY WAS FROM 20 TO 50 FT AND THAT THE BRANCHES OF THE TALL TREES COULD NOT BE SEEN WITH THE AID OF A FLASHLIGHT. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT ENGINE OR AIRFRAME FAILURES. THE CRASH SITE WAS WITHIN ONE MILE FROM A COURSE LINE BETWEEN THE MONTEREY AND OAKLAND AIRPORTS. THE OPERATOR HAD NOT RECEIVED APPROVAL TO USE THIS MAKE AND MODEL OF AIRCRAFT IN ITS SCHEDULED AIR TAXI OPERATION.



Brief of Accident (Continued)

File No. - 958

1/28/82

LOS GATOS, CA

A/C Reg. No. N32678

Time (Lcl) - 1820 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - RISING

----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. - 959      2/27/82      SACRAMENTO, CA      A/C Reg. No. N14MC      Time (Lcl) - 1500 PST

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

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

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

Make/Model - CESSNA 320C	Eng Make/Model - CONTIENTAL TSIO-470-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 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	LAS VEGAS,NV	EXEC
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3000
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 270
		Last 30 Days- UNK/NR
		Instrument- 310
		Last 90 Days- 155
		Multi-Eng - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE PREVIOUS FLIGHT, THE LANDING GEAR WAS CYCLED TWO OR THREE TIMES WITHOUT A SAFE INDICATION WHILE USING THE NORMAL GEAR EXTENSION SYSTEM. THE GEAR WAS THEN HAND CRANKED DOWN AND A SAFE LIGHT WAS OBTAINED. AFTER THE FLIGHT, A GEAR RETRACTION TEST WAS COMPLETED BY A LOCAL FACILITY. THE PILOT STATED THAT HE HAD RECEIVED A PHONE CALL FROM THIS FACILITY AND WAS INFORMED THAT THE GEAR HAD BEEN CYCLED THREE TIMES AND WAS OK FOR FLIGHT. HOWEVER, AS THE STARTED TO TAXI ON THE NEXT FLIGHT, THE LEFT GEAR COLLAPSED AFTER THE PLANE TRAVELED ABOUT EIGHT TO TEN FEET. AN INVESTIGATION REVEALED THAT THE "PUSH-PULL" ROD, PN 081-000-58, ON THE DOWNLOCK ASSEMBLY HAD BEEN BENT. THIS COULD RESULT IN A REDUCTION OF THE TRAVEL OF THE LANDING GEAR, NOT ALLOWING THE GEAR TO TRAVEL TO THE FULL DOWN AND LOCK POSITION.

Brief of Accident (Continued)

File No. - 959

2/27/82

SACRAMENTO, CA

A/C Reg. No. N14MC

Time (Lcl) - 1500 PST

---

Occurrence            MAIN GEAR COLLAPSED

Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - BENT
  2. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
- 

----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. - 960      2/27/82      LEMOORE,CA      A/C Reg. No. N1410Z      Time (Lcl) - 1643 PST

-----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      -APPROACH

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      - BEECH T-34B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2985  
No. of Seats      - 2

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

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 030/003 KTS

Visibility      - 7.0 SM

Cloud Conditions(1st) - 18000 FT SCATTERED

Cloud Conditions(2nd) - 20000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

FRESNO,CA

Destination

NAS LEMOORE,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NAS LEMOORE

Runway Ident      - 32R

Runway Lth/Wid      - 13500/ 150

Runway Surface      - CONCRETE

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current      - YES

Months Since      - 22

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 205

Make/Model- 19

Instrument- 29

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE T-34 PILOT ENTERED A DOWNWIND BEHIND A CESSNA 150 AIRCRAFT. WHEN THE T-34 PILOT WAS ABEAM THE APPROACH END OF RUNWAY 32R, HE WAS CLEARED FOR A TOUCH AND GO. BY THIS TIME, THE CESSNA 150 WAS ON THE RUNWAY. THE CESSNA PILOT REQUESTED A 180 DEGREE TURN TO TAXI BACK TO THE TAXIWAY, WHICH THE TOWER APPROVED. THE TOWER THEN ADVISED THE T-34 PILOT TO EXPECT A GO-AROUND. SUBSEQUENTLY, THE T-34 PILOT ASKED THE TOWER TO "SAY AGAIN", AND HE WAS CLEARED TO CONTINUE THE APPROACH. THE PILOT ACKNOWLEDGED "ROGER, THAT." SHORTLY THEREAFTER, WHILE TURNING FROM BASE TO FINAL, THE T-34 WAS OBSERVED TO ENTER A SPIN AND CRASH. AN EXAMINATION OF THE WRECKAGE REVEALED NO PRECRASH MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 960

2/27/82

LEMOORE, CA

A/C Reg. No. N1410Z

Time (Lc1) - 1643 PST

---

Occurrence

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 961      3/19/82      FOLSOM, CA      A/C Reg. No. 3910D      Time (Lc1) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire      NONE

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

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

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

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 210/005 KTS

Visibility      - 20.0 SM

Cloud Conditions(1st)      - 5500 FT SCATTERED

Cloud Conditions(2nd)      - UNK/NR

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

APPLE VALLEY, CA

Destination

CONCORD, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Approach Flown      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age      - 31

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 128

Make/Model- 36

Instrument- UNK/NR

Last 24 Hrs      - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT VISUALLY CHECKED THE FUEL BEFORE TAKEOFF AND WAS AWARE THAT THE TANKS WERE NOT FULL. HE REPORTED THAT HE WOULD ONLY USE 80/87 OCTANE FUEL BECAUSE THE ENGINE WAS NOT EQUIPPED WITH VALVES THAT WOULD ACCEPT 100 OCTANE FUEL. DURING THE FLIGHT, HE ENCOUNTERED CLOUDS AND DIVERTED FROM HIS ORIGINAL ROUTE. THE LEFT FUEL TANK WENT DRY ABOUT 20 MILES SOUTH OF PHOENIX FIELD, FAIR OAKS, CA. HE SWITCHED TO THE RIGHT TANK AND PROCEEDED TOWARD PHOENIX FIELD. THE PILOT SAID THAT HE CHECKED THE RIGHT FUEL TANK GAUGE AFTER SWITCHING TANKS AND IT SHOWED A LITTLE LESS THAN HALF FULL. HOWEVER, WHILE THE PILOT WAS DIVERTING, THE ENGINE LOST POWER AND WOULD NOT RESTART. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING A LANDING ON ROUGH, HILLY TERRAIN IN AN AREA OF TREES AND BRUSH. THE ELEVATION OF THE CRASH SITE WAS APPROXIMATELY 4500 FT MSL.

Brief of Accident (Continued)

File No. - 961 3/19/82 FOLSOM, CA

A/C Reg. No. 3910D

Time (Lc1) - 1600 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

2. FLUID, FUEL - LOW LEVEL
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - ERRATIC
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION

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

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

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 962      3/27/82      RIALTO, CA

A/C Reg. No. N7719

Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - FOURNIER RF4D  
Landing Gear - UNK/NR  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - RECTIMO 4AR  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 40 HP

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

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

Weather Data

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

Basic Weather - VMC  
Wind Dir/Speed- 130/008 KTS  
Visibility - UNK/NR

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

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, COMMERCIAL  
SE LAND

GLIDER

Age - 68

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3550	Last 24 Hrs	-	1
Make/Model	-	636	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN THE ACCIDENT OCCURRED, HE WAS SOARING HIS "MOTOR-GLIDER" IN UPDRAFTS OF "THERMAL, SLOPE-WIND, AND WAVE" ORIGIN. HE REPORTED THAT THERMALS AND A WEAK SOUTHWEST WIND WERE PRODUCING LIFT ALONG RIDGES WITH WALLS THAT WERE FACING WEST, SOUTHWEST, AND SOUTH. REPORTEDLY, HE WAS FLYING IN THESE AREAS, IN AND OUT OF CANYONS, WITH THE ENGINE OPERATING AT A FAST IDLE TO REDUCE DRAG. WHILE FLYING WESTWARD, HE ENCOUNTERED AN AREA OF LIFT WHERE HE MANEUVERED AND CLIMBED FROM 2900 TO 3100 FT. FROM THERE, HE STARTED TO FOLLOW A WEST FACING WALL OF A NORTH CONNECTING RIDGE WHEN HE ENCOUNTERED A SUDDEN, VERY STRONG, DOWNDRAFT. HE APPLIED FULL THROTTLE AND TURNED LEFT TO FOLLOW A CANYON THAT DROPPED AWAY TO THE WEST, BUT THE AIRCRAFT STRUCK A ROCKY OUTCROPPING AT AN ELEVATION OF APPROXIMATELY 3000 FT MSL.



Brief of Accident (Continued)

File No. - 962

3/27/82

RIALTO, CA

A/C Reg. No. N7719

Time (Lcl) - 1330 PST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - DOWNDRAFT
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. TERRAIN CONDITION - DOWNHILL
- 

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

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

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. - 907 4/12/82 GOLETA,CA

A/C Reg. No. N13NP

Time (Lcl) - 1855 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	Pass 0	0	0	1
Accident Occurred During	-LANDING	Other 0	0	0	0

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

Fire Crew 0  
NONE Pass 0  
Other 0

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

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2250  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
Visibility - 0.0  
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 - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SANTA BARBARA  
Runway Ident - 15  
Runway Lth/Wid - 4183 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 23  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2004  
Make/Model- 4  
Instrument- 121  
Multi-Eng - 222  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 232

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS THE SECOND DUAL INSTRUCTIONAL FLIGHT THAT THE NEW OWNER AND INSTRUCTOR PILOT HAD FLOWN IN THIS AIRCRAFT. THE OWNER, A PRIVATE PILOT NEEDED 10 HRS OF FLIGHT TIME TO MEET INSURANCE REQUIREMENTS. AFTER ABOUT 30 MINUTES OF AIRWORK, THEY RETURNED TO THE AIRPORT TO LAND IN LIGHT AND VARIABLE WIND CONDITIONS. AFTER A NORMAL APPROACH AND FULL STALL LANDING, THE AIRCRAFT BEGAN DRIFTING TO THE LEFT. REPORTEDLY, THE OWNER FIRST USED HIS AILERONS TO CORRECT THE DRIFT, THEN AT THE IP'S INSTRUCTION, HE APPLIED RIGHT RUDDER. THE IP REPORTED THAT THE PLANE THEN TURNED TOWARD THE RIGHT SIDE OF THE RUNWAY AND WENT UP ON ITS LEFT MAIN GEAR AND TAILWHEEL. THE IP STATED HE TRIED TO TAKE CONTROL OF THE AIRCRAFT, BUT THE OWNER WOULD NOT RELEASE THE CONTROLS AND THE LEFT MAIN GEAR COLLAPSED. THE LEFT MAIN LANDING GEAR ATTACH BOLT WAS FOUND IN THE GEAR ATTACH HOLE. THE BOLT WAS BENT AND THE THREADS WERE STRIPPED OFF.

Brief of Accident (Continued)

File No. - 907

4/12/82

GOLETA, CA

A/C Reg. No. N13NP

Time (Lcl) - 1855 PST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - DUAL STUDENT
2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
3. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 856      4/15/82      CHOWCHILLA, CA      A/C Reg. No. N67156      Time (Lcl) - 1520 PDT

-----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	ON GROUND	Pass	0	Serious	Minor
Accident Occurred During	-MANEUVERING		Other	0	0	0
				0	0	None

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

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING VO-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2750	Engine Type	- TURBOSHAFT	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 326/004 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- UNK/NR	Type of Clearance
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown
Obstructions to Vision	- NONE	
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 2615
SE LAND, ME LAND	Months Since - 7	Make/Model	- 175
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 15
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 12
		Rotorcraft	- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CONDUCTING AN AERIAL DUSTING OPERATION OVER A GRAPE VINEYARD. WHILE ON A SWATH RUN, HE GRADUALLY CONVERGED ON A POWERLINE THAT CROSSED THE FIELD AT A SLIGHT ANGLE FROM HIS FLIGHT PATH. AS HE PROCEEDED ON HIS SWATH RUN, THE HELICOPTER GOT CLOSER AND CLOSER TO THE POWERLINE POLES. SUBSEQUENTLY, THE MAIN ROTOR STRUCK A POLE AND THE HELICOPTER CRASHED AND BURNED. THE PILOT WAS HOSPITALIZED WITH SEVERE BURNS ON HIS HANDS AND CHEST.

Brief of Accident (Continued)

File No. - 856

4/15/82

CHOWCHILLA, CA

A/C Reg. No. N67156

Time (Lcl) - 1520 PDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. -- 900      4/20/82      EL MONTE, CA      A/C Reg. No. N25660      Time (Lcl) - 1100 PST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LONG BEACH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL MONTE, CA	EL MONTE
Wind Dir/Speed- UNK/NR		Runway Ident - 19
Visibility - 14.0 SM	ATC/Airspace	Runway Lth/Wid - 11000 -UNK/NR
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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 230
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ON HIS FIRST APPROACH FOR LANDING, THE PILOT DECIDED THAT HE WAS TOO HIGH AND MADE A GO-AROUND. HE REPORTED THAT HIS SECOND APPROACH WAS NORMAL UNTIL THE AIRCRAFT WAS ABOUT 5 FT AGL AT THE RUNWAY NUMBERS. ACCORDING TO THE PILOT, THE LEFT WING LIFTED AS IF THERE WAS A GUST OF WIND FROM THE LEFT AND THE RIGHT WING TIP TOUCHED THE GROUND. HE STATED THAT HE ADDED POWER TO CORRECT FOR A NOSE HIGH ATTITUDE AND LOWERED THE NOSE TO GAIN SPEED. BUT REPORTEDLY, THE RIGHT MAIN AND NOSE WHEELS STRUCK THE GROUND AND RUDDER CONTROL WAS LOST. HE THEN CUT THE POWER AND LANDED AS STRAIGHT AS POSSIBLE. THE PILOT PROVIDED NO SPECIFIC WIND INFORMATION.

Brief of Accident (Continued)

File No. - 900

4/20/82

EL MONTE, CA

A/C Reg. No. N25660

Time (Lc1) - 1100 PST

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. - 898      4/23/82      LIVE OAK, CA      A/C Reg. No. N7060R      Time (Lcl) - 1810 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SUTTER BUTTE DUSTERS  
Runway Ident      - 18  
Runway Lth/Wid      - 2500 -UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 39  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	17
Make/Model-	0
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS INDORSED TO FLY SOLO IN THE PIPER PA-38 AIRCRAFT, BUT REPORTED NO PREVIOUS FLIGHT TIME IN A PIPER PA-28. REPORTEDLY, HE TOOK OFF TO PRACTICE TOUCH AND GO LANDINGS. THE STUDENT STATED THAT THE RIGHT WHEEL LOCKED AFTER THE FOURTH LANDING AND PULLED THE AIRPLANE TOWARD A DITCH. SUBSEQUENTLY, THE AIRCRAFT WAS DAMAGED WHEN IT COLLIDED WITH THE DITCH. THE STUDENT BELIEVED THAT THERE WAS A PROBLEM WITH THE RIGHT BRAKE.



Brief of Accident (Continued)

File No. - 898

4/23/82

LIVE OAK, CA

A/C Reg. No. N7060R

Time (Lcl) - 1810 PST

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

Finding(s)

1. UNDETERMINED
  2.      IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 828      4/25/82      LUCERNE, CA      A/C Reg. No. N93747      Time (Lcl) - 1545 PDT

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

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

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

Make/Model	- BELLANCA 300A	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3000	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 280 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	PALM SPRING, CA
Completeness	- N/A	Destination
Basic Weather	- VMC	PALMDALE, CA
Wind Dir/Speed	- UNK/NR	Runway Ident
Visibility	- 50.0 SM	- N/A
Cloud Conditions(1st)	- UNK/NR	Runway Lth/Wid
Cloud Conditions(2nd)	- UNK/NR	- 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 - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 2200	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 12	Make/Model- 30	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 240	Last 90 Days- 166
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER OF THE AIRCRAFT REPORTED THAT THERE WAS A GRADUAL LOSS OF ENGINE POWER. THE PLANE WAS LANDED ON A DIRT ROAD; HOWEVER, THERE WAS INSUFFICIENT ROOM TO STOP BEFORE REACHING THE END OF THE ROAD. THE OWNER REPORTED THAT HE SWERVED TO AVOID A DEAD END FENCE. AN INVESTIGATION REVEALED THAT A NUT BACKED OFF OF A THROTTLE LINKAGE BOLT AT THE CARBURETOR ARM. THE BOLT FELL OUT AND THE ENGINE WENT TO IDLE RPM.

Brief of Accident (Continued)

File No. - 828

4/25/82

LUCERNE, CA

A/C Reg. No. N93747

Time (Lcl) - 1545 PDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
3. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 897 5/02/82 LAKEPORT, CA

A/C Reg. No. N58ED

Time (Lcl) - 0930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - OSPREY 2  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 1500  
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 - 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- CALM  
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  
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

LAMPSON  
Runway Ident - 28  
Runway Lth/Wid - 3800 -UNK/NR  
Runway Surface - MACADAM  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 0

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 250	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	17
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER TAKEOFF, HE MADE A FEW TURNS AND THEN HEADED DOWNWIND FOR A LANDING WHEN HE LOST THE CONTROL OF AN AILERON. HE REPORTED THAT HE ENCOUNTERED A BAD VIBRATION, SO HE CUT THE POWER AND BROUGHT THE PLANE INTO A SMALL FIELD BY CROSSING UNDER HIGH POWERLINES. DURING THE LANDING, THE LEFT WING HIT SMUDGE POTS AND THE AIRCRAFT CARTWHEELED. AN INVESTIGATION REVEALED THAT THE LEFT AILERON, PUSH-PULL, ROD ASSEMBLY HAD PULLED LOOSE FROM THE ATTACHING SLEEVE AT THE BELL CRANK ATTACH POINT. THE ROD HAD BEEN BRAISED INTO THE SLEEVE RATHER THAN BEING RIVETED. THIS FAILURE RESULTED IN LOSS OF HALF OF THE AILERON AUTHORITY. THE PILOT WAS THE OWNER AND BUILDER OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 897

5/02/82

LAKEPORT, CA

A/C Reg. No. N58ED

Time (Lc1) - 0930 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - DISCONNECTED
2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - OBJECT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 896      5/07/82      MAXWELL, CA      A/C Reg. No. N5050V      Time (Lcl) - 0700 PST

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

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

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

Make/Model      - BOEING A75	Eng Make/Model      - P & W R-985	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - UNK/NR
Max Gross Wt      - 2717	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar      - UNK/NR
No. of Seats      - 2	Rated Power      - 450 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	FARMER STRIP
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident      - 36
Visibility      - UNK/NR	Type of Flight Plan      - NONE	Runway Lth/Wid      - 2000 -UNK/NR
Cloud Conditions(1st)      - NONE	Type of Clearance      - NONE	Runway Surface      - DIRT
Cloud Conditions(2nd)      - NONE	Type Approach Flown      - NONE	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 269
SE LAND	Months Since      - UNK/NR	Make/Model- 28
	Aircraft Type      - UNK/NR	Instrument- 10
		Multi-Eng - 10
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL FROM A LOCAL FARM STRIP, THE AIRCRAFT VEERED TO THE RIGHT AND WENT OFF THE RUNWAY. THE PILOT REPORTED THAT THE PLANE WENT INTO A SMALL DITCH AND FLIPPED OVER. NO MECHANICAL FAILURES WERE REPORTED.

Brief of Accident (Continued)

File No. - 896

5/07/82

MAXWELL,CA

A/C Reg. No. N5050V

Time (Lc1) - 0700 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

-----

----Probable Cause----

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

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. - 969      5/07/82      FREMONT, CA      A/C Reg. No. N19NS      Time (Lcl) - 1830 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 -MANEUVERING		Other 0	0	0	0

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

Make/Model - SCORPION 133	Eng Make/Model - RW 133	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FREMONT
Wind Dir/Speed- 290/011 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Cloud Conditions(1st) - 20000 FT OVERCAST	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1562
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 89
		Last 90 Days- 18
		Multi-Eng - 85
		Rotorcraft - 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT, BUILDER OF THE HELICOPTER WAS ON A DUAL INSTRUCTIONAL FLIGHT WITH AN INSTRUCTOR PILOT (IP). THE STUDENT HAD ABOUT 71 HOURS IN THIS MAKE AND MODEL WHILE THE IP HAD 18 HOURS. AFTER MAKING TWO LANDINGS, A DESCENDING TURN WAS MADE TO A DOWNWIND AT ABOUT 15 FT AGL TO DEMONSTRATE THE RELATIONSHIP BETWEEN AIRSPEED AND GROUND SPEED. AFTER THAT, THE IP INSTRUCTED THE STUDENT TO FOLLOW THROUGH AS HE (THE IP) WAS GOING TO MAKE A CLIMBING TURN TO POSITION THE HELICOPTER FOR A NORMAL LANDING PATTERN. DURING THE CLIMB, THE IP FELT INTERFERENCE ON THE CONTROLS FROM THE STUDENT. THE AIRSPEED DROPPED NEAR ZERO AND THE HELICOPTER WAS ABOUT TO START SETTLING WITH POWER. REPORTEDLY, THE IP OVERPOWERED THE CONTROLS AND STARTED A RECOVERY, BUT NOT IN TIME TO AVOID CONTACTING THE GROUND. THE HELICOPTER TOUCHED DOWN HARD, TILTED TO THE LEFT, AND A MAIN ROTOR BLADE STRUCK THE TAIL BOOM. THE IP SAID THE STUDENT WAS RELUCTANT TO RELEASE THE CONTROLS WHEN INSTRUCTED TO DO SO.



Brief of Accident (Continued)

File No. - 969

5/07/82

FREMONT, CA

A/C Reg. No. N19NS

Time (Lcl) - 1830 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. CONTROL INTERFERENCE - INITIATED - DUAL STUDENT
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. DESCENT - EXCESSIVE - PILOT IN COMMAND(CFI)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 868      5/08/82      PLEASANT GROVE, CA      A/C Reg. No. N68820      Time (Lcl) - 0850 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
			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	1	0	0	0

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

Make/Model      - BOEING A75N1	Eng Make/Model      - P & W R-985	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - UNK/NR
Max Gross Wt      - 2717	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar      - UNK/NR
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 AIRPORT
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	CATLETT AG STRIP
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident      - 36
Visibility      - 10.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 2500 -UNK/NR
Cloud Conditions(1st)      - NONE	Type of Clearance      - NONE	Runway Surface      - MACADAM
Cloud Conditions(2nd)      - UNK/NR	Type Approach Flown      - NONE	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 36	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - YES	Total      - 5775
SE LAND	Months Since      - 8	Make/Model- 25
HELICOPTER	Aircraft Type      - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs      - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 95
		Rotorcraft      - 5000

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE LANDED TOWARD THE NORTH WITH THE WIND FROM THE NORTHEAST AT 8 TO 10 KNOTS. WHEN THE TAILWHEEL TOUCHED DOWN, THE AIRCRAFT VEERED RIGHT. THE PILOT REPORTED THAT HE COULD NOT STOP THE TURN. HE OPENED THE THROTTLE WHILE ATTEMPTING TO ESTABLISH DIRECTIONAL CONTROL. HOWEVER, THE AIRCRAFT STRUCK A FARM TRACTOR AND PICKUP TRUCK BESIDE THE STRIP, FATALLY INJURING THE TRACTOR OPERATOR. AN EXAMINATION OF THE AIRCRAFT REVEALED NO PRECRASH MALFUNCTIONS. APPROXIMATELY 3 MILES AWAY, THE WIND WAS REPORTED FROM 080 DEGREES AT 6 KNOTS (PER SMF SA 1445 WEATHER REPORT). THREE WITNESSES REPORTED THE WIND FROM THE SOUTHEAST AT 7 KNOTS, EAST AT 4 KNOTS, AND NORTHEAST AT 3 KNOTS.

Brief of Accident (Continued)

File No. - 868

5/08/82

PLEASANT GROVE, CA

A/C Reg. No. N68820

Time (Lcl) - 0850 PDT

-----  
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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - VEHICLE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 867      5/16/82      10 WEST OF BIGGS,CA      A/C Reg. No. N10280      Time (Lcl) - 1750 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
		Fatal	Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	1	0
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-164	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3725	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NOCK
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Cloud Conditions(1st) - 25000 FT UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 13	Make/Model- 750
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE BEGAN TO VIBRATE AND LOSE POWER. WHILE LANDING IN THE ONLY AVAILABLE AREA, ONE OF THE MAIN GEAR DUG INTO A SOFT SPOT AND THE AIRCRAFT FLIPPED OVER. AN INVESTIGATION REVEALED THAT THE NO. 4 CYLINDER HAD BECOME CRACKED FROM THE FRONT SPARK PLUG HOLE TO THE REAR SPARK PLUG HOLE. ABOUT 4 INCHES OF THE CRACK APPEARED TO BE OLD, THE REMAINDER OF THE CRACK WAS NEW.

Brief of Accident (Continued)

File No. - 867

5/16/82

10 WEST OF BIGGS, CA

A/C Reg. No. N10280

Time (Lcl) - 1750 PDT

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

Finding(s)  
1. ENGINE ASSEMBLY, CYLINDER - FATIGUE  
2. ENGINE ASSEMBLY -  
-----

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

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)  
3. TERRAIN CONDITION - SOFT  
-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 910      5/17/82      SALINAS, CA      A/C Reg. No. N1105B      Time (Lcl) - 1034 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Other

0

Serious

0

0

0

0

Injuries

Minor

0

0

0

0

None

1

0

0

0

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

Make/Model      - HUGHES 269C  
Landing Gear      - SKID  
Max Gross Wt      - 1670  
No. of Seats      - 3

Eng Make/Model      - LYCOMING HIO-360

Number Engines      - 1

Engine Type      - RECIP - FUEL INJECTED

Rated Power      - 205 HP

ELT Installed/Activated      - NO -N/A

Stall Warning System      - UNK/NR

Weather Radar      - UNK/NR

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 280/009 KTS

Visibility      - 10.0 SM

Cloud Conditions(1st)      - 800 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 AIRPORT

Airport Data

SALINAS

Runway Ident      - 36

Runway Lth/Wid      - UNK/NR

Runway Surface      - ASPHALT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

HELICOPTER

Age      - 53

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      - 108

Make/Model- 83

Instrument- UNK/NR

Multi-Eng      - 26

Last 24 Hrs      - 0

Last 30 Days- UNK/NR

Last 90 Days- 34

Rotorcraft      - 83

Instrument Rating(s)      - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT THE PURPOSE OF THE FLIGHT WAS TO PRACTICE HOVERING. HE REPORTED THAT THE WIND WAS FROM 280 DEGREES AT 9 KNOTS. HE STATED THAT WHILE HOVERING, HE TURNED TO A DOWNWIND HEADING WHEN A GUST OF WIND SPUN THE HELICOPTER TO THE RIGHT. HE CORRECTED WITH THE LEFT PEDAL BUT THE HELICOPTER KEPT SPINNING TO THE RIGHT AS HE SET THE HELICOPTER ON THE GROUND, AND THE TAIL BOOM, TAIL ROTOR, SKIDS, AND LOWER FRAME WERE DAMAGED.

Brief of Accident (Continued)

File No. - 910

5/17/82

SALINAS, CA

A/C Reg. No. N1105B

Time (Lc1) - 1034 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - GUSTS
  3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 865      5/18/82      TORRANCE,CA

A/C Reg. No. N5910J

Time (Lcl) - 1622 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 -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - NO -N/A

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- 280/005 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - 2500 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

TORRANCE MUNICIPAL

Runway Ident - 29

Runway Lth/Wid - 5000 -UNK/NR

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5164      Last 24 Hrs - 1

Make/Model- 38      Last 30 Days- UNK/NR

Instrument- 718      Last 90 Days- 50

Multi-Eng - 2900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO PROVIDE INSTRUMENT TRAINING TO A NON-INSTRUMENT RATED PILOT. THE AIRCREW ESTIMATED THAT THERE WAS 10 GALLONS OF FUEL ON BOARD WHEN THEY TOOK OFF. ABOUT 1 HR LATER, THE ENGINE LOST POWER AS THE AIRCREW WERE ENTERING THE TRAFFIC PATTERN TO LAND. REPORTEDLY, THE RIGHT FUEL GAUGE INDICATED EMPTY, BUT THE LEFT GAUGE INDICATED ABOUT 1/4 FULL. THE INSTRUCTOR PILOT TOOK CONTROL OF THE AIRCRAFT, BUT WAS UNABLE TO RESTART THE ENGINE OR GLIDE TO THE AIRPORT. A FORCED LANDING WAS MADE IN A FIELD OF POTTED TREES AT A NURSERY. DURING TOUCHDOWN, THE LANDING GEAR STRUCK A NUMBER OF 5 GALLON CANS IN WHICH THE TREES WERE POTTED AND THE AIRCRAFT NOSED OVER. LESS THAN 1/2 CUP OF FUEL WAS FOUND IN THE FUEL TANKS AFTER THE ACCIDENT. THE AIRCRAFT HAD BEEN FLOWN 2.1 HRS ON THE PREVIOUS FLIGHT. THE AIRCREW ESTIMATED THAT THE PLANE WOULD FLY 3.3 TO 3.5 HRS WITHOUT REFUELING. THE TOTAL TIME SINCE THE PLANE WAS REFUELED WAS ABOUT 3.1 HRS.



Brief of Accident (Continued)

File No. - 865

5/18/82

TORRANCE,CA

A/C Reg. No. N5910J

Time (Lc1) - 1622 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
  2. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - ERRATIC
  3. FUEL SUPPLY - MISJUDGED - DUAL STUDENT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  5. FLUID,FUEL - EXHAUSTION
- 

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

-----

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

Finding(s)

6. OBJECT - OBJECT
- 

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

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 817      5/22/82      TAHOE CITY,CA      A/C Reg. No. N2881P      Time (Lcl) - 0955 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL MAPPING/PHOTOGRAPHY	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 - PIPER 18-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 791
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 17
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT EQUIPPED AIRCRAFT DEPARTED ON A LOCAL PHOTOGRAPHY MISSION. THE PASSENGER WANTED TO TAKE AERIAL PHOTOGRAPHS OF THE CITY AREA. AFTER FLYING AROUND THE AREA FOR ABOUT 25 MINUTES, THE AIRCRAFT CRASHED ON A STREET. A WITNESS OBSERVED THE AIRCRAFT FLYING AT LOW ALTITUDE. HE STATED THAT THE PLANE WAS GOING VERY SLOW WHEN IT TURNED RIGHT AND THEN SEEM TO STALL AND GO STRAIGHT DOWN. A TEARDOWN OF THE ENGINE REVEALED NO ABNORMAL CONDITIONS.

Brief of Accident (Continued)

File No. - 817

5/22/82

TAHOE CITY,CA

A/C Reg. No. N2881P

Time (Lcl) - 0955 PST

-----  
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.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 805      5/22/82      PLEASANT GROVE,CA      A/C Reg. No. N458Y      Time (Lcl) - 1215 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	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING		Other	0	0	0

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</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>UNK/NR</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - UNK/NR</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>TOM JAMES RANCH</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2500/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - .5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3075</p> <p>Make/Model- 300</p> <p>Instrument- 85</p> <p>Multi-Eng - 75</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
--	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE AIRCRAFT SLOWED DURING THE LANDING ROLL, IT BEGAN TO DRIFT RIGHT WHEN THE RUDDER BECAME INEFFECTIVE. THE PILOT WAS UNABLE TO OBTAIN LEFT BRAKING ACTION TO MAINTAIN DIRECTIONAL CONTROL. SUBSEQUENTLY, THE RIGHT MAIN GEAR STRUCK A SMALL EARTH BANK AND THE PLANE NOSED OVER. THE PILOT REPORTED THAT THE FLUID LEVEL WAS TOO LOW TO ACTUATE THE BRAKE.

Brief of Accident (Continued)

File No. - 805

5/22/82

PLEASANT GROVE, CA

A/C Reg. No. N458Y

Time (Lcl) - 1215 PDT

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

Finding(s)

1. FLUID, HYDRAULIC - LOW LEVEL
2. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 866      5/27/82      APPLE VALLEY,CA      A/C Reg. No. N6503P      Time (Lcl) - 1815 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries  
Fatal      Serious      Minor      None

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

Fire  
NONE

Crew      0  
Pass      0  
Other      0

0      0      0      1  
0      0      0      1  
0      0      0      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-A1C5  
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      - BRFG RCVD, SOURCE UNK  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC

Itinerary

Last Departure Point  
SAINT GEORGE,UT  
Destination  
IMPERIAL,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 135/035 KTS  
Visibility      - 25.0 SM  
Cloud Conditions(1st)      - 12000 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      - NONE  
Type Approach Flown      - NONE

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

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

Pilot-In-Command

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

Age      - 70  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

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

Total      - 6000      Last 24 Hrs      - 5  
Make/Model- 4200      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 12

Instrument Rating(s)      - NONE

-----Narrative-----

DURING A FLIGHT FROM SAINT GEORGE, UT TO IMPERIAL, GA, THE PILOT ENCOUNTERED FOG AS HE APPROACHED EL CAJON PASS, SOUTH OF APPLE VALLEY, CA. HE ATTEMPTED TO GO UNDER THE FOG BUT WAS UNABLE. HE REVERSED COURSE AND HEADED BACK TOWARD APPLE VALLEY. AS HE WAS PROCEEDING BACK TO APPLE VALLEY, THE ENGINE BEGAN LOSING POWER. THE AIRCRAFT WAS DAMAGED DURING A LANDING ON LEVEL, ROUGH, DESERT TERRAIN. AFTER THE AIRCRAFT CAME TO A STOP, THE ENGINE WAS STILL RUNNING AND THE PILOT SHUT IT DOWN, REPORTEDLY, THE LEFT AND RIGHT FUEL TANKS HAD 10 AND 5 GALLONS OF FUEL REMAINING, RESPECTIVELY. A EXAMINATION OF THE ENGINE REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 866

5/27/82

APPLE VALLEY, CA

A/C Reg. No. N6503P

Time (Lc1) - 1815 PDT

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
  3. MISCELLANEOUS - UNDETERMINED
- 

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

-----

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 855      5/31/82      TRUCKEE, CA      A/C Reg. No. N5056D      Time (Lcl) - 1420 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -TOWING GLIDERS  
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 182  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 4

Eng Make/Model - O-470L 265  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 265 HP

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

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

Weather Data

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

Wind Dir/Speed- 210/015 KTS  
Visibility      - 30.0 SM  
Cloud Conditions(1st) - 5000 FT SCATTERED  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TRUCKEE-TAHOE  
Runway Ident      - 19  
Runway Lth/Wid      - 3201/ 60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 815  
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-----

THE PILOT HAD RETURNED TO THE AIRPORT AFTER A GLIDER TOWING OPERATION OF ABOUT 10 MINUTES. RUNWAY 19 WAS IN USE. REPORTEDLY, THE TERRAIN TO THE NORTH OF RUNWAY 19 WAS ABOUT 100 FT LOWER THAN THE AIRPORT ELEVATION. A WITNESS REPORTED THAT HE HEARD THE SOUND OF FULL POWER APPLICATION AND THEN OBSERVED THE AIRCRAFT IN A STEEP CLIMB COMING BACK UP TO THE RUNWAY. THE AIRCRAFT WAS THEN OBSERVED TO TURN LEFT AND CRASH INTO TREES ON A STEEP SLOPE. THE MAGNETIC DIRECTION OF IMPACT WAS ABOUT 120 DEGREES. REPORTEDLY, THE PILOT HAD BEEN COUNSELED AFTER HIS PREVIOUS FLIGHT THAT HIS LANDING APPROACH WAS TOO LOW. THE DENSITY ALTITUDE WAS ABOUT 7100 FT.



Brief of Accident (Continued)

File No. - 855

5/31/82

TRUCKEE, CA

A/C Reg. No. N5056D

Time (Lcl) - 1420 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. WEATHER CONDITION - HIGH WIND
  3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  4. DISTANCE - MISJUDGED - PILOT IN COMMAND
  5. GO-AROUND - DELAYED - PILOT IN COMMAND
  6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 942      6/02/82      SANTA CRUZ, CA      A/C Reg. No. N40951      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	0
Other	0	0	0	0	1

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

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

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

Eng Make/Model - LYCOMING O-320-E30  
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- 310/010 KTS  
Visibility - 50.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

SKYPARK  
Runway Ident - 31  
Runway Lth/Wid - 2520/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 60

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 400	Last 24 Hrs -	2
Make/Model-	34	Last 30 Days-	34
Instrument-	0	Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE PIPER PA-28 REPORTED THAT HE WAS ON FINAL APPROACH AT APPROXIMATELY 50 FT AGL WHEN HIS AIRCRAFT WAS STRUCK FROM BEHIND AND BELOW BY A PITTS/SKYOTE S-1, N25PB. HE CONTINUED THE LANDING, BUT DURING THE LANDING ROLL, THE PIPER PA-28 VEERED OFF THE LEFT SIDE OF THE RUNWAY. THE PILOT OF THE PITTS AIRCRAFT WENT AROUND AND LANDED WITH NO FURTHER INCIDENT. AN EXAMINATION OF THE PIPER PA-28 REVEALED 5 PROPELLER STRIKES ON THE LOWER FUSELAGE, 1 STRIKE ON THE LEFT FLAP, AND STRIKES ON THE LEFT WHEEL FAIRING AND TIRE.

Brief of Accident (Continued)

File No. - 942

6/02/82

SANTA CRUZ, CA

A/C Reg. No. N40951

Time (Lcl) - 1300 PDT

---

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

---

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 942      6/02/82      SANTA CRUZ, CA      A/C Reg. No. N25PB      Time (Lcl) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	NONE		Fatal	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	1

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

Make/Model	- PITTS S-1 (BARTOE/SKYOTE)	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">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;">SKYPARK</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 2520/ 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 style="padding-left: 20px;">COMMERCIAL, ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND, ME SEA</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 12</p> <p style="padding-left: 20px;">Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 4500</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 200</td> <td>Last 30 Days- 25</td> </tr> <tr> <td>Instrument- 350</td> <td>Last 90 Days- 100</td> </tr> <tr> <td>Multi-Eng - 2000</td> <td></td> </tr> </table>	Total - 4500	Last 24 Hrs - 4	Make/Model- 200	Last 30 Days- 25	Instrument- 350	Last 90 Days- 100	Multi-Eng - 2000	
Total - 4500	Last 24 Hrs - 4									
Make/Model- 200	Last 30 Days- 25									
Instrument- 350	Last 90 Days- 100									
Multi-Eng - 2000										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING APPROACH, THE PILOT OF A HOMEBUILT PITTS AIRCRAFT ENCOUNTERED THE CROSSWIND, ABORTED THE LANDING AND REENTERED ON DOWNWIND. AFTER TURNING FINAL, HE SAW A PIPER PA-28, N40951, DIRECTLY AHEAD. HE MOVED THE STICK FULL FORWARD AND TO THE LEFT TO AVOID A COLLISION. HOWEVER, THE PROPELLER OF THE PITTS STRUCK THE LOWER FUSELAGE, LEFT FLAP, AND LEFT WHEEL FAIRING AND TIRE OF THE PA-28. AFTER THE COLLISION THE PILOT OF THE PITTS AIRCRAFT WENT AROUND AND LANDED WITHOUT FURTHER INCIDENT. THE PA-28 PILOT CONTINUED HIS LANDING, BUT THE PLANE SWERVED TO THE LEFT SIDE OF THE RUNWAY DURING LANDING ROLL. A WITNESS STATED THAT THE COLLISION OCCURRED AT ABOUT 50 FT AGL. THE PILOT OF THE PIPER PA-28 REPORTED THAT HIS PLANE WAS STRUCK FROM BEHIND AND BELOW.

Brief of Accident (Continued)

File No. - 942

6/02/82

SANTA CRUZ, CA

A/C Reg. No. N25PB

Time (Lcl) - 1300 PDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 836      6/06/82      SAN ANDREAS, CA      A/C Reg. No. N6341M      Time (Lcl) - 1230 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	1
Accident Occurred During -LANDING		Other 0	0	0	0

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1675	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BAKERSFIELD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN ANDREAS, CA	CALAVERAS
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 13
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Cloud Conditions(1st) - NONE	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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 40
		Last 30 Days- 20
		Instrument- 0
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS A FOREIGN NATIONAL THAT WAS SCHEDULED FOR A SOLO CROSS-COUNTRY FLIGHT. HE DEPARTED WITH A PASSENGER THAT WAS A PRIVATE PILOT WITH A GROUND INSTRUCTOR RATING. ACCORDING TO THE PASSENGER, THE STUDENT HAD NOT FLOWN FOR 8 DAYS AND WAS AFRAID TO FLY THE SOLO CROSS-COUNTRY ALONE. WHILE LANDING AT ONE OF THE EN ROUTE AIRPORTS, THE STUDENT WAS HIGH ON FINAL APPROACH AND TOUCHED DOWN ABOUT MIDWAY DOWN THE RUNWAY. THE STUDENT BEGAN APPLYING BRAKES, AND THEN A GO-AROUND WAS INITIATED WITH SOME HELP FROM THE PASSENGER. REPORTEDLY, THE LEFT STABILIZER STRUCK AN APPROACH LIGHT DURING TAKEOFF. AFTER LANDING, A 2 1/2 INCH HOLE WAS FOUND IN THE STABILIZER. THE PASSENGER AND PILOT COVERED THE HOLE WITH DUCT TAPE AND PROCEEDED ON THE CROSS-COUNTRY. AFTER RETURNING TO THE HOME AIRPORT, TWO STRESS CRACKS WERE FOUND IN THE REAR SPAR OF THE STABILIZER.

Brief of Accident (Continued)

File No. - 836

6/06/82

SAN ANDREAS, CA

A/C Reg. No. N6341M

Time (Lcl) - 1230 PDT

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
  2.        IMPROPER DECISION, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
  3.        IMPROPER DECISION, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. DISTANCE - MISJUDGED - PILOT IN COMMAND
  5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  6. GO-AROUND - DELAYED - PILOT IN COMMAND
  7. OBJECT - APPROACH LIGHT/NAVAID
  8. STABILIZER - FOREIGN OBJECT DAMAGE
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 944      6/07/82      COLUSA, CA      A/C Reg. No. N2663A      Time (Lcl) - 1445 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -AERIAL SURVEY	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 PA-18	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 1500	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats      - 2	Rated Power      - 135 HP	

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility        - 30.0    SM</p> <p>Cloud Conditions(1st) - 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;">COLUSA, CA</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 AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">TERRELL FARMS</p> <p>Runway Ident        - 35</p> <p>Runway Lth/Wid     - 2300/    25</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 style="padding-left: 20px;">COMMERCIAL, ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - YES</p> <p style="padding-left: 20px;">Months Since      - 1</p> <p style="padding-left: 20px;">Aircraft Type     - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 3683</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model-</td> <td>175</td> <td>Last 30 Days-</td> <td>40</td> </tr> <tr> <td>Instrument-</td> <td>196</td> <td>Last 90 Days-</td> <td>114</td> </tr> <tr> <td>Multi-Eng</td> <td>- 2076</td> <td></td> <td></td> </tr> </table>	Total	- 3683	Last 24 Hrs	- 3	Make/Model-	175	Last 30 Days-	40	Instrument-	196	Last 90 Days-	114	Multi-Eng	- 2076		
Total	- 3683	Last 24 Hrs	- 3															
Make/Model-	175	Last 30 Days-	40															
Instrument-	196	Last 90 Days-	114															
Multi-Eng	- 2076																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING A 3-POINT LANDING IN CALM WIND CONDITIONS, THE AIRCRAFT VEERED TO THE RIGHT AS SOON AS THE MAIN GEAR TOUCHED DOWN. THE PILOT STATED THAT HE APPLIED FULL LEFT RUDDER AND BRAKE, BUT TO NO AVAIL. THE PLANE CONTINUED TO THE RIGHT AND WENT INTO AN IRRIGATION DITCH. THE PILOT REPORTED THAT AFTER THE ACCIDENT, HE TOOK THE HUB CAP OFF THE WHEEL AND THE INNER TUB VALVE STEM FELL OUT. HE BELIEVED THE TIRE HAD SLIPPED ON THE RIM AND CUT THE STEM.



Brief of Accident (Continued)

File No. - 944

6/07/82

COLUSA,CA

A/C Reg. No. N2663A

Time (Lcl) - 1445 PDT

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

Finding(s)

1. LANDING GEAR,WHEEL - FAILURE,PARTIAL
  2. LANDING GEAR,TIRE - NO PRESSURE
  3. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 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. - 943      6/08/82      ANZA,CA      A/C Reg. No. N2205T      Time (Lc1) - 1630 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point REDLANDS,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 ON AIRSTRIP</p> <p>Airport Data</p> <p>TWEATTY AIR STRIP</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 1200/ 100</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
---	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - C-185</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4380</p> <p>Make/Model- 3500</p> <p>Instrument- 175</p> <p>Multi-Eng - 29</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 57</p> <p>Last 90 Days- 155</p>
---	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT, A RATED PILOT, AND HIS INSTRUCTOR LANDED ON AN UNIMPROVED PRIVATE STRIP WHICH WAS AT AN ELEVATION OF ABOUT 4750 FT MSL. AFTER LANDING, THE PILOTS WALKED THROUGH THE AIRSTRIP AND DISCUSSED THE CONDITION OF THE STRIP. THERE WAS TALL GRASS ON THE RIGHT SIDE OF THE STRIP, 3 BUSHES ON THE LEFT SIDE, AND THERE WAS A DITCH ABOUT 800 FT FROM THE APPROACH END. ALSO, THERE WERE 4 DOGS AND 3 HORSES NEARBY. THEY DECIDED TO ANGLE SLIGHTLY ACROSS THE RUNWAY DURING TAKEOFF. INITIALLY, THEY WERE CONCERNED ABOUT THE LOCATION OF THE ANIMALS. AFTER STARTING THE TAKEOFF ROLL, THE STUDENT ANGLED FURTHER LEFT THAN THE INSTRUCTOR ANTICIPATED. THE LEFT WING STRUCK A BUSH AND THE PLANE VEERED TO THE LEFT. THE INSTRUCTOR WAS UNABLE TO REGAIN CONTROL BEFORE HITTING 2 MORE BUSHES.

Brief of Accident (Continued)

File No. - 943

6/08/82

ANZA, CA

A/C Reg. No. N2205T

Time (Lcl) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. OBJECT - ANIMAL(S)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - HIGH VEGETATION
5. OBJECT - TREE(S)
6. CLEARANCE - MISJUDGED - DUAL STUDENT
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

8. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #3            MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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. - 890      6/11/82      PORTERVILLE, CA      A/C Reg. No. N4725V      Time (Lcl) - 1820 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	4
Other		0	0	0	0

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

Make/Model - NORTH AMERICAN O-47B  
Landing Gear - TAILWHEEL-ALL RETRACT  
Max Gross Wt - 8312  
No. of Seats - 5

Eng Make/Model - WRIGHT R-1820G-2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1000 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- 265/005 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHINO, CA  
Destination  
PORTERVILLE, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PORTERVILLE  
Runway Ident - 30  
Runway Lth/Wid - 6000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----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 - 1  
Aircraft Type - G-F6F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 7315  
Last 24 Hrs - 1  
Make/Model- 52  
Last 30 Days- 10  
Instrument- 1085  
Last 90 Days- 40  
Multi-Eng - 6700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL FOR LANDING, THE PILOT WAS LEADING A FLIGHT OF FIVE DISSIMILAR AIRCRAFT. AFTER PITCHING OUT IN A 360 DEGREE, OVERHEAD APPROACH, THE PILOT FLEW A FAIRLY TIGHT PATTERN. ON BASE, WHEN HE WOULD NORMALLY HAVE FELT THE GEAR LOCK IN PLACE, HIS ATTENTION WAS DIVERTED AS ANOTHER AIRCRAFT PASSED BENEATH HIS NOSE. THE LANDING GEAR INDICATOR WAS AN EARLY MODEL THAT WAS DIFFICULT TO READ. ALSO, IT WAS LOCATED AT THE BOTTOM OF A PANEL WHERE IT WAS HARD TO SEE. THE PILOT STATED THAT HE CHECKED THE POSITION OF THE GEAR HANDLE SEVERAL TIMES AS WELL AS THE HYDRAULIC PRESSURE. AS HE FLARED FOR LANDING, HE STARTED TO GO-AROUND WHEN THE AIRCRAFT SETTLED LOWER THAN NORMAL. THE PROPELLER HIT THE SURFACE AS HE SETTLED WITH THE GEAR RETRACTED. HE CLOSED THE THROTTLE AND MIXTURE AND SLID TO A STOP. THE FUEL SUMP DRAIN FOR THE MAIN TANK WAS LOCATED AT THE LOWEST PART OF THE FUSELAGE. WHILE SLIDING TO A STOP, THE DRAIN GROUND OFF AND A FIRE STARTED. NO FIRE EQUIPMENT WAS READILY AVAILABLE.

Brief of Accident (Continued)

File No. - 890

6/11/82

PORTERVILLE,CA

A/C Reg. No. N4725V

Time (Lc1) - 1820 PDT

---

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

Finding(s)

1. GEAR EXTENSION - NOT ATTAINED - 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. - 933      6/12/82      DELANO, CA

A/C Reg. No. N2013B

Time (Lc1) - 0815 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - LUSCOMBE 8A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1250  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
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  
PORTERVILLE, CA  
Destination  
DELANO, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DELANO  
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 - 51  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

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

Total	- 2500	Last 24 Hrs	- UNK/NR
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS DAUGHTER WERE ON A CROSS-COUNTRY FLIGHT WHEN THE ENGINE LOST POWER. DURING A FORCED LANDING APPROACH TO A HIGHWAY, THE PILOT NOTICED SOME POWERLINES WHICH HE WENT UNDER. HE AVOIDED THE POWERLINES, BUT HIT A TRUCK. THE CRASH SITE WAS LOCATED WITHIN 5 MILES OF THE DESTINATION. THE PILOT WAS SERIOUSLY INJURED AND HAD NO RECOLLECTION ABOUT THE ACCIDENT. HIS DAUGHTER RELATED THAT THE ENGINE SOUNDED LIKE IT RAN OUT OF FUEL. DURING AN INVESTIGATION, FUEL WAS FOUND IN BOTH TANKS. THE RIGHT TANK HAD THE LOWEST LEVEL OF FUEL WITH 3 GALLONS REMAINING. THE FUEL SELECTOR VALVES WERE FOUND TO BE VERY STIFF AND COULD NOT BE SWITCHED TO THE LEFT TANK. THE AIRCRAFT HAD BEEN REBUILT FROM 3 OTHER PLANES AND DID NOT HAVE THE LUSCOMBE AUTHORIZED FUEL SYSTEM INSTALLED. THE ENGINE RAN NORMALLY DURING AN OPERATIONAL CHECK.

Brief of Accident (Continued)

File No. - 933

6/12/82

DELANO, CA

A/C Reg. No. N2013B

Time (Lc1) - 0815 PDT

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

Finding(s)

1. FUEL SYSTEM - OTHER
  2. DESIGN CHANGE - PERFORMED - OTHER MAINTENANCE PSNL
  3. FLUID, FUEL - STARVATION
  4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  6. OBJECT - VEHICLE
- 

----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) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 979      6/14/82      CONCORD, CA      A/C Reg. No. N90165      Time (Lcl) - 1100 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

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

-----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 - YES/NO  
Stall Warning System - NO  
Weather Radar - NO

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 280/012 KTS  
Visibility      - 30.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BUCHANAN  
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 - 28

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - C-140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 190	Last 24 Hrs	- 3
Make/Model-	32	Last 30 Days-	50
Instrument-	0	Last 90 Days-	100
		Rotorcraft	- 32

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE PILOT REPORTED THAT HE CAME TO A 3 FT HOVER THEN INITIATED A DESCENT BY LOWERING THE COLLECTIVE. HE STATED THAT WHEN THE HELICOPTER WAS ABOUT 6 INCHES ABOVE THE GROUND, HE LOWERED THE COLLECTIVE TO COMPLETE THE LANDING, AND AT THAT POINT, A GUST OF WIND ROCKED THE HELICOPTER REARWARD. THE REAR PART OF THE RIGHT SKID STRUCK THE GROUND. THE PILOT REPORTED THAT AT ABOUT THAT TIME, HE HEARD AND FELT A SLIGHT THUMP AND EVERYTHING STARTED SPINNING. SUBSEQUENTLY, THE HELICOPTER WAS STOPPED ON THE GROUND AND SHUTDOWN. AFTER THE ACCIDENT, AN EXAMINATION REVEALED THAT A TAIL ROTOR BLADE, THE LOWER HALF OF THE VERTICAL FIN AND THE TAIL ROTOR SKID HAD BROKEN. THE PREVAILING WIND WAS FROM 280 DEGREES AT 12 KNOTS.



Brief of Accident (Continued)

File No. - 979

6/14/82

CONCORD,CA

A/C Reg. No. N90165

Time (Lcl) - 1100 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3. ROTOR SYSTEM, TAIL ROTOR BLADE - OVERLOAD
- 

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 835      6/15/82      GREENFIELD,CA      A/C Reg. No. N128OW      Time (Lcl) - 0900 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	0	1	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	0	0

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

Make/Model - WEATHERLY 201B	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4800	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	GREENFIELD,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	METZ
Wind Dir/Speed- VARIABLE		Runway Ident - 31
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 2500/ 80
Cloud Conditions(1st) - 1500 FT OVERCAST	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 - VISUAL FULL CIRCUIT	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4100
SE LAND	Months Since - 3	Make/Model- 500
HELICOPTER	Aircraft Type - B-7GCAA	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 25
		Last 90 Days- 70
		Rotorcraft - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF WITH 1150 LBS OF SULFUR DUST AND A FULL LOAD OF FUEL. WHEN HE ARRIVED AT THE FIELD TO BE DUSTED, HE WAS UNABLE TO DISPENSE HIS LOAD DUE TO THE PRESENCE OF LABORERS IN AN ADJACENT FIELD. WHEN THE PILOT RETURNED TO THE AIRPORT WITH HIS LOAD, HE TOUCHED DOWN SHORT OF THE RUNWAY ON THE DIRT OVERRUN. THE AIRCRAFT BOUNCED AND THEN TOUCHED DOWN ON OR NEAR THE ROUNDED LIP OF THE PAVED RUNWAY. A WITNESS REPORTED THAT WHEN THE RIGHT MAIN GEAR CONTACTED THE PAVEMENT, THE SCISSORS FAILED AND ALLOWED THE WHEEL TO ROTATE 90 DEGREES. SUBSEQUENTLY, THE RIGHT WHEEL SKIDDED SIDeways. AS THE PILOT APPLIED LEFT BRAKING ACTION TO MAINTAIN RUNWAY HEADING, THE PLANE FLIPPED OVER AND BURNED.

Brief of Accident (Continued)

File No. - 835

6/15/82

GREENFIELD,CA

A/C Reg. No. N128OW

Time (Lc1) - 0900 PDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
6. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3       NOSE OVER  
Phase of Operation   LANDING - ROLL

Occurrence #4       FIRE  
Phase of Operation   STANDING

----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) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 939 6/19/82 FREMONT,CA

A/C Reg. No. N1846V

Time (Lcl) - 1824 PDT

-----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 -APPROACH

Other

0

0

0

0

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

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING O-320-E2W

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/013 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLISTER,CA

Destination

FREMONOT,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

FREMONT AIRPORT

Runway Ident - 31

Runway Lth/Wid - 2310/ 40

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 51

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 100

Last 24 Hrs - 3

SE LAND

Months Since - 1

Make/Model- 90

Last 30 Days- 24

Aircraft Type - C-172

Instrument- 0

Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE ON A FINAL APPROACH FOR LANDING, A SUDDEN LOSS OF ALTITUDE OCCURRED WHEN HE WAS AT ABOUT 150 FT AGL AND THE LANDING GEAR COLLIDED WITH POWERLINES NEAR THE APPROACH END OF THE RUNWAY. AIRSPEED WAS LOST AFTER HITTING THE POWERLINES AND THE PLANE FELL TO THE GROUND IN AN UPRIGHT POSITION. A WITNESS REPORTED THAT HE HAD LANDED ON THE SAME RUNWAY ABOUT TWO MINUTES PRIOR TO THE ACCIDENT. HE SAID THAT HE ENCOUNTERED NO WIND SHEAR AND ONLY A SLIGHT AMOUNT OF SINK IN THE LAST 100 FT OF ALTITUDE BEFORE TOUCHDOWN. HE REPORTED SEEING N1846V IN A NOSE HIGH ALTITUDE BEFORE IT ENTERED A HIGH SINK RATE AS IF IT WAS IN A STALL.

Brief of Accident (Continued)

File No. - 939

6/19/82

FREMONT, CA

A/C Reg. No. N1846V

Time (Lcl) - 1824 PDT

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

Finding(s)  
1. WEATHER CONDITION -  
2.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND  
-----

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

Finding(s)  
4. OBJECT - WIRE, TRANSMISSION  
-----

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

----Probable Cause----

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

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. - 941      6/23/82      PORTERVILLE, CA      A/C Reg. No. N1938E      Time (Lcl) - 2008 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	2
Accident Occurred During -LANDING		Other 0	0	0	0

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1069	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	TULARE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 104
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 78
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A LOCAL FLIGHT WITH TWO PASSENGERS. HE REPORTED THAT HE WAS FLYING AT ABOUT 600 FT AGL WITH 2100 RPM WHEN HE THROTTLED BACK TO 1500 RPM FOR ABOUT 10 SECONDS. HE STATED THAT WHEN HE ADVANCED THE THROTTLE BACK TO CRUISE POWER, THE ENGINE FALTERED AND DIED. HE REPOSITIONED THE THROTTLE FORE AND AFT IN AN ATTEMPT TO START THE ENGINE BUT IT DID NOT RESPOND. HE STATED THAT HE DID NOT CYCLE THE MAGNETOS OR CHECK THE CARBURETOR HEAT, BUT DID HAVE THE CARBURETOR HEAT ON FOR TWO MINUTES PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 941

6/23/82

PORTERVILLE, CA

A/C Reg. No. N1938E

Time (Lc1) - 2008 PDT

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

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

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

Finding(s)  
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)  
3. LANDING GEAR, MAIN GEAR - OVERLOAD  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 946      3/01/82      ALMA, CO      A/C Reg. No. N580P      Time (Lcl) - 0830 MDT

-----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      - BELL 206B III  
Landing Gear      - SKID  
Max Gross Wt      - 3200  
No. of Seats      - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 317 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- 360/020 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

DENVER, CO

Destination

LEADVILLE, CO

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      - VFR FLT FOLLOWING

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 40

Biennial Flight Review

Current      - YES

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5389

Make/Model- 296

Instrument- 100

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 138

Rotorcraft - 5389

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT REPORTED THAT BEFORE THE ACCIDENT, THE FLIGHT HAD BEEN UNEVENTFUL AND ALL INSTRUMENTS WERE READING NORMAL EXCEPT THE TOT GAUGE. REPORTEDLY, IT WAS INDICATING 750 DEGREES, WHICH WAS ABOUT 100 DEGREES HIGHER THAN NORMAL FOR HIS POWER SETTING OF 70% TORQUE. HE STATED HE WAS FLYING AT 70 KNOTS WHEN THE HELICOPTER STARTED LOOSING RPM. THE PASSENGER STATED THAT THEY WERE ABOUT 200 TO 300 FT ABOVE A RIDGE AS THEY WERE FLYING SOUTHWEST. THE PASSENGER REPORTED THAT AFTER THEY CROSSED THE RIDGE, THE HELICOPTER BEGAN LOSING ALTITUDE FAST. ACCORDING TO THE PILOT, THEY WERE COMING UP ON A RIDGE LINE, WHEN THE RPM BEGAN DROPPING; HOWEVER, HE WAS UNABLE TO DECELERATE ENOUGH TO LAND ON TOP OF THE RIDGE. THE HELICOPTER CAME IN CONTACT WITH THE GROUND ON THE SOUTH-SOUTHWEST SIDE OF THE RIDGE LINE AND CRASHED. EXAMINATION OF THE ENGINE REVEALED THE AIR BLEED VALVE WAS DIRTY AND HAD A HOLE IN THE DIAPHRAGM. IN THIS CONDITION, THE VALVE WOULD CLOSE LATE. THE ELEVATION WAS ABOUT 12,000 FT MSL, WIND GUSTING 30 KNOTS.



Brief of Accident (Continued)

File No. - 946

3/01/82

ALMA,CO

A/C Reg. No. N580P

Time (Lc1) - 0830 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. BLEED AIR SYSTEM, VALVE - DIRTY(FOGGY)
3. BLEED AIR SYSTEM, VALVE - LOOSE
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. WEATHER CONDITION - UNFAVORABLE WIND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - DOWNHILL
9. POWER ON LANDING - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

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

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. - 887      3/16/82      MARBLE, CO      A/C Reg. No. N2169X      Time (Lcl) - 1300 MST

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 420 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MARBLE, CO	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	GALENA MOUNTAIN, CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - UNK/NR
Cloud Conditions(1st) - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 5522
SE LAND, ME LAND	Months Since - 3	Make/Model - 306
HELICOPTER	Aircraft Type - B-206	Instrument - 262
		Multi-Eng - 762
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 3780

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO TRANSPORT SKI GUIDES TO THE TOP OF A 13,000 FT MOUNTAIN RIDGE. AFTER CLIMBING IN MODERATE TO HIGH WINDS, THE PILOT APPROACHED THE INTENDED LANDING AREA FROM THE LEE SIDE AT AN ANGLE OF ABOUT 45 DEGREES TO THE RIDGELINE. HE REPORTED THAT DURING A NORMAL APPROACH, A SEVERE DOWNDRAFT WAS ENCOUNTERED ABOUT 50 FT SHORT OF THE INTENDED LANDING SPOT. THE HELICOPTER BEGAN A DESCENT WHICH EXCEEDED ITS CAPABILITY TO STOP. THE PILOT INITIATED A PEDAL TURN AWAY FROM THE RIDGELINE. HOWEVER, THE HELICOPTER CONTINUED TO SETTLE. IT CONTACTED THE TERRAIN WHILE HEADING ALMOST DIRECTLY DOWNHILL. THE HELICOPTER SLID APPROXIMATELY 50 TO 75 FT DOWN A 10 TO 15 DEGREE SLOPE UNTIL THE RIGHT SKID CONTACTED ROCKS BELOW THE SNOW AND SLOWED THE HELICOPTER TO A STOP. THE HELICOPTER WAS INSPECTED FOR OBVIOUS DAMAGE. THE PASSENGERS WERE OFF-LOADED AND THE HELICOPTER WAS FLOWN BACK TO MARBLE, CO WHERE MAINTENANCE PERSONNEL DISCOVERED DAMAGE TO THE BOX BEAM DOUBLER.

Brief of Accident (Continued)

File No. - 887

3/16/82

MARBLE, CO

A/C Reg. No. N2169X

Time (Lc1) - 1300 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - DOWNDRAFT
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - DOWNHILL
9. TERRAIN CONDITION - SNOW COVERED
10. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 993      3/30/82      MONTROSE, CO      A/C Reg. No. N2809K      Time (Lcl) - 0905 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA 180K  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 5

Eng Make/Model - CONTINENTAL O-470-4  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 280/030 KTS  
Visibility      - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- BLOWING SNOW  
Precipitation      - SNOW  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TAOS, NM  
Destination  
ASPEN, CO

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, ME LAND, SE SEA

Age - 42

Biennial Flight Review

Current      - YES  
Months Since      - 17  
Aircraft Type      - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5254	Last 24 Hrs	- 2
Make/Model-	368	Last 30 Days-	0
Instrument-	328	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT OVER MOUNTAINOUS TERRAIN, THE PILOT ENCOUNTERED "HORIZONTAL SNOW SQUALLS." HE REPORTED THAT HE FLEW THROUGH THE SNOW SQUALL FOR ABOUT 25 MILES WHILE MAINTAINING GROUND CONTACT. HE APPROACHED A CLOUD LAYER, BUT WAS ABLE TO FLY OVER IT AT 16,500 FT MSL. AS HE CONTINUED, THE ENGINE BEGAN RUNNING ROUGH. WITH THE TEMPERATURE AT -15 DEG FAHRENHEIT (BELOW YELLOW ARC ON CARB AIR TEMP GAUGE), HE WAS RELUCTANT TO USE THE CARB HEAT. AFTER SWITCHING TANKS AND MAGS WITH NO IMPROVEMENT, HE APPLIED FULL CARB HEAT. HOWEVER, THE ENGINE CONTINUED TO RUN ROUGH AND FINALLY STOPPED. HE ENTERED THE CLOUDS, AND WITH NO VACUUM SUCTION, DESCENDED USING NEEDLE, BALL AND AIRSPEED. HE TURNED INTO THE WIND TO REDUCE THE GROUND SPEED, AND AT ABOUT 10,000 FT, THE AIRCRAFT CRASHED AND CAME TO REST IN TREES. THE ELT OPERATED, BUT THE ANTENNA WAS BROKEN. THE PILOT MADE A SHELTER, REMAINED OVERNIGHT AND WAS RESCUED ON THE FOLLOWING AFTERNOON. NO ENGINE PROBLEM WAS FOUND EXCEPT THE PLASTIC FOAM INDUCTION AIR FILTER CONTAINED WATER WHEN CHECKED.

Brief of Accident (Continued)

File No. - 993

3/30/82

MONTROSE, CO

A/C Reg. No. N2809K

Time (Lcl) - 0905 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW

2. FUEL SYSTEM, RAM AIR - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT

Finding(s)

3. WEATHER CONDITION - FOG

4. WEATHER CONDITION - HIGH WIND

5. WEATHER CONDITION - TURBULENCE IN CLOUDS

6. TERRAIN CONDITION - HIGH TERRAIN

7. 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) 1,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 840      4/17/82      COLORADO SPRINGS, CO      A/C Reg. No. N2045T      Time (Lcl) - 1410 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model      - SCHWEIZER SGS-2-33A  
Landing Gear      - N/A  
Max Gross Wt      - 1040  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/035 KTS  
Visibility      - 50.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BLACK FOREST GLIDERPORT  
Runway Ident      - 17  
Runway Lth/Wid      - 5000/ 20  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 45  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 20  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT HE CAME OVER THE AIRPORT AT ABOUT 1200 FT AGL TO ENTER A DOWNWIND FOR LANDING. HE STATED THAT HE ENCOUNTERED A MODERATE TO STRONG SINK AND STRONG SOUTHERLY WINDS. HE ESTIMATED THAT THE WIND VELOCITY WAS 45 TO 50 MPH AT 1000 FT AGL. IN ORDER TO PENETRATE, HE INCREASED HIS SPEED AT THE EXPENSE OF ALTITUDE AND TURNED DOWNWIND AT ABOUT 600 FT AGL. THE PILOT REPORTED THAT WITH THE STRONG TAILWIND, HE OVERSHOT HIS REFERENCE POINT FOR A TURN TO BASE. AFTER TURNING BASE, THE AIRCRAFT DRIFTED FURTHER NORTH. HE THEN MADE A HARD TURN TO FINAL APPROACH, BUT WAS TOO LOW TO CLEAR TREES NORTH OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 840

4/17/82

COLORADO SPRINGS, CO

A/C Reg. No. N2045T

Time (Lcl) - 1410 MST

Occurrence #1      UNDERSHOOT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER CONDITION - HIGH WIND
3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4.    IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 963 2/05/82 ELLINGTON,CT

A/C Reg. No. N721FL

Time (Lcl) - 0930 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL- DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2050

No. of Seats - 2

Eng Make/Model - LYCOMING O-235

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - YES/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- 240/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 1200 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ELLINGTON

Runway Ident - 01

Runway Lth/Wid - 1900/ 50

Runway Surface - UNK/NR

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 548 Last 24 Hrs - 0

Make/Model- 542 Last 30 Days- UNK/NR

Instrument- 80 Last 90 Days- 75

Multi-Eng - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ALLOWED TO WARM UP FOR 5 TO 10 MINUTES AT END OF THE RUNWAY BEFORE TAKEOFF. THE INSTRUCTOR PILOT (IP) REPORTED THAT THE BEFORE TAKEOFF RUN-UP WAS MADE BY USING THE CHECKLIST AND ALL ENGINE INSTRUMENTS WERE IN-THE-GREEN. HE REPORTED THAT DURING TAKEOFF, THE AIRCRAFT REACHED ABOUT 125 FT AGL WHEN THE ENGINE STOPPED, THEN STARTED AND TWO TIMES. HE TOOK CONTROL OF THE AIRCRAFT FROM THE STUDENT AND TURNED TO THE LEFT TO LAND IN AN OPEN FIELD. BEFORE LANDING, HE SAW A TELEPHONE LINE, AND ATTEMPTED TO AVOID THE LINE AND A POLE BY FLYING UNDER THE WIRE WHILE TURNING RIGHT. HOWEVER, THE LEFT WING STRUCK THE POLE. AN EXAMINATION OF THE ENGINE REVEALED EXCESSIVE SOOT ON THE SPARK PLUGS OF THE NO. 1 AND 2 CYLINDERS. AN INSPECTION OF THE CARBURETOR REVEALED THAT AN IMPROPER NOZZLE HAD BEEN INSTALLED. DURING AN OPERATIONAL CHECK, THE ENGINE RAN AT 2400 RPM AT FULL RIGHT WOULD INCREASE TO 2500 RPM WHEN LEANED. ALSO, EXCESSIVE POPPING NOISES WERE NOTED WHEN IT WAS OPERATED AT FULL RICH.



Brief of Accident (Continued)

File No. - 963

2/05/82

ELLINGTON,CT

A/C Reg. No. N721FL

Time (Lc1) - 0930 EST

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INCORRECT
2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,NOZZLE - INCORRECT
4. FLUID,FUEL - OTHER

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

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

Finding(s)

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

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 901      5/26/82      PLYMOUTH, CT      A/C Reg. No. 77BZ      Time (Lcl) - 1203 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 - SCHLEICHER ASW-15	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 660	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WATERBURY
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 150
Cloud Conditions(1st) - 3300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 429
SE LAND	Months Since - 13	Make/Model- 147
	Aircraft Type - UNK/NR	Instrument- 0
GLIDER		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4
Instrument Rating(s) - NONE		

-----Narrative-----

THE PILOT STATED THAT HE THOUGHT HE HEARD THE RUDDER PEDALS CLICK INTO THEIR DETENTED/LOCKED POSITION WHEN THEY WERE ADJUSTED BEFORE TAKEOFF. HOWEVER, WHILE BEING TOWED FOR TAKEOFF, THE RUDDER PEDALS SLIPPED FORWARD ABOUT 1 TO 2 INCHES. THE PILOT REACHED DOWN WITH HIS LEFT HAND TO PULL THE RUDDER ADJUST KNOB AND REPOSITION THE RUDDER PEDALS. HOWEVER, HE INADVERTENTLY PULLED THE TOW RELEASE KNOB WHICH WAS LOCATED ABOUT 3 INCHES TO THE LEFT OF THE RUDDER ADJUST KNOB. THE TOW ROPE WAS RELEASED WHEN HE ABOUT 200 FT FROM THE DEPARTURE END OF THE RUNWAY AT ABOUT 15 FT AGL AND 55 KNOTS. SINCE THERE WERE TREES AROUND THE END OF THE RUNWAY, HE PULLED UP AND TURNED RIGHT IN AN ATTEMPT TO LAND IN A CLEAR AREA ON ANOTHER PART OF THE AIRPORT. HOWEVER, HE WAS UNABLE TO REACH THE CLEARING AND CRASHED IN THE TREES.

Brief of Accident (Continued)

File No. - 901

5/26/82

PLYMOUTH,CT

A/C Reg. No. 77BZ

Time (Lcl) - 1203 EDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - IMPROPER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. MISCELLANEOUS EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND
- 

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

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

Finding(s)

4. TERRAIN CONDITION - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 902      5/27/82      BURLINGTON, CT      A/C Reg. No. N757HG      Time (Lcl) - 1630 EDT

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	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	JOHNNYCAKE
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2675/ 50
Cloud Conditions(1st) - 20000 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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER SECOND SUPERVISED SOLO FLIGHT. WHILE LANDING, SHE FLARED HIGH AND SUBSEQUENTLY LANDED HARD, COLLAPSING THE NOSE GEAR. THE PILOT REPORTED THAT SHE DID NOT HAVE A GOOD MENTAL ATTITUDE SINCE HER CHILDREN HAD BEEN INVOLVED IN A CAR ACCIDENT THAT DAY. SHE SAID SHE WOULD HAVE CANCELLED THE FLIGHT, BUT THE OPERATOR HAD A "NO SHOW" POLICY THAT REQUIRED HER TO PAY FOR THE FLIGHT WHETHER SHE FLEW OR NOT.

Brief of Accident (Continued)

File No. - 902

5/27/82

BURLINGTON, CT

A/C Reg. No. N757HG

Time (Lcl) - 1630 EDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE, OTHER PSYCHOLOGICAL CONDITION - 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. - 857      3/13/82      TARPON SPRINGS, FL      A/C Reg. No. N8534Y      Time (Lcl) - 0830 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	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

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

Make/Model      - CROOK M-1  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 900  
No. of Seats      - 1

Eng Make/Model      - EVINRUDE  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 35 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 018/003 KTS  
Visibility      - 25.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
NONE

Age - UNK/NR

Biennial Flight Review

Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 460	Last 24 Hrs	- UNK/NR
Make/Model-	60	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	15

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE FIRST TRIED TO START THE ENGINE BEFORE TAKEOFF, THERE WAS A LACK OF IGNITION AND IT WOULD NOT START. HE FOUND MOISTURE IN THE DISTRIBUTOR CAP, DRIED IT OUT, CLEANED THE POINTS, AND THEN THE ENGINE STARTED NORMALLY. BEFORE TAKING OFF, HE WARMED THE ENGINE AND GAVE IT A TEST RUN FOR ABOUT 10 MINUTES. THE PILOT REPORTED THAT AFTER A NORMAL CLIMB, THERE WAS A SUDDEN POWER LOSS. THE PILOT REPORTED THAT WITH A WINDMILLING PROPELLER, HE WAS UNABLE TO GLIDE BACK TO THE AIRPORT. HE ELECTED TO LAND IN A FIELD, BUT WAS UNABLE TO CLEAR OVER A HOUSE. HE STATED THERE WAS A LACK OF ELEVATOR CONTROL AT 60 MPH WITH A WINDMILLING PUSHER PROPELLER. THIS WAS WELL ABOVE THE STALL SPEED OF 32 MPH. AN EXAMINATION OF THE ENGINE REVEALED NO MALFUNCTION OR FAILURE. HOWEVER, DAMAGE PREVENTED A THROUGH CHECK OF THE IGNITION SYSTEM.

Brief of Accident (Continued)

File No. - 857

3/13/82

TARPON SPRINGS, FL

A/C Reg. No. N8534Y

Time (Lc1) - 0830 EST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

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

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(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

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. - 858      4/21/82      CROOM, FL

A/C Reg. No. N15185

Time (Lcl) - 1600 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	0	0
Other 0	0	0	0

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

Fire  
NONE

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

Make/Model      - SIKORSKY H-19A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 7500  
No. of Seats      - 12

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 310/013 KTS  
Visibility      - 14.0 SM  
Cloud Conditions(1st)      - 2500 FT  
Cloud Conditions(2nd)      - 3000 FT  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SILVER LAKE, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

HELICOPTER

Age      - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6156      Last 24 Hrs      - 1  
Make/Model- 1196      Last 30 Days- UNK/NR  
Instrument- 62      Last 90 Days- 59  
Rotorcraft      - 6156

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS SPRAYING ABOUT 15 FT OVER A LAKE WHEN THE ENGINE LOST POWER. HE ENTERED AN AUTOROTATION AND DITCHED THE HELICOPTER IN THE LAKE. AFTER RECOVERY FROM THE LAKE, A CHECK OF THE ENGINE REVEALED NO PRECRASH FAILURES.



Brief of Accident (Continued)

File No. - 858

4/21/82

CROOM, FL

A/C Reg. No. N15185

Time (Lcl) - 1600 EST

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

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

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)  
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
-----

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. - 921      4/22/82      NEW PORT RICHEY, FL      A/C Reg. No. N67966      Time (Lcl) - 1500 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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	ST. PETERSBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEW PORT RICHEY, FL	HIDDEN LAKE
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 14.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 50
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 31	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 121
SE LAND	Months Since - 18	Make/Model- 118
	Aircraft Type - UNK/NR	Instrument- 7
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT SHE LANDED WITH 30 DEGREES OF FLAPS ON RUNWAY 23. SHE REPORTED THAT THE WIND WAS GUSTING FROM 15 TO 20 KNOTS AND THE WIND SOCK SEEMED TO FLUCTUATE FROM WESTERLY TO NORTHWESTERLY. THE PILOT RELATED THAT THE AIRCRAFT BOUNCED TWICE UPON LANDING BEFORE SHE APPLIED POWER FOR A GO-AROUND. HOWEVER, THE WING FLAPS HAD BEEN RETRACTED AND THE AIRCRAFT CAME BACK DOWN ON THE RUNWAY AND THE PILOT WAS UNABLE TO MAINTAIN CONTROL AND THE PLANE VEERED OFF THE LEFT SIDE OF THE RUNWAY AND FLIPPED INVERTED INTO A CANAL BESIDE THE RUNWAY. THE PILOT REPORTED THAT THE NOSE GEAR STEERING ROD APPEARED TO HAVE BROKEN DURING A HARD LANDING.

Brief of Accident (Continued)

File No. - 921

4/22/82

NEW PORT RICHEY, FL

A/C Reg. No. N67966

Time (Lc1) - 1500 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

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

Finding(s)

8. LANDING GEAR, NOSEWHEEL STEERING - OVERLOAD
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

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

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

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. - 831 4/27/82 DELAND, FL

A/C Reg. No. N29826

Time (Lcl) - 1141 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE  
Crew  
Pass  
Other

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

Make/Model - RAZ-MUT 440A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 900  
No. of Seats - 1

Eng Make/Model - VW 1835CC  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 135 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

DELAND MUNICIPAL  
Runway Ident - 30  
Runway Lth/Wid - 6000 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 320/009 KTS  
Visibility - 50.0 SM  
Cloud Conditions(1st) - 25000 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 400	Last 24 Hrs	- UNK/NR
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THIS AMATEUR/EXPERIMENTAL AIRCRAFT WAS ON AN INITIAL TEST FLIGHT. DURING THE TAKEOFF ROLL, THE AIRCRAFT WAS OBSERVED TO SWERVE LEFT AND RIGHT JUST BEFORE LIFT-OFF. AFTER LIFT-OFF, IT WAS OBSERVED TO CLIMB TO ABOUT 70 TO 100 FT AGL AND DRIFT LEFT. SEVERAL WITNESSES THOUGHT THE PILOT HAD STARTED A TURN AT SLOW SPEED WHEN THE RIGHT WING DROPPED AND THE AIRCRAFT DOVE VERTICALLY INTO THE GROUND. MOST OF THE WITNESSES THOUGHT THE ENGINE WAS OPERATING NORMALLY. AN INVESTIGATION REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 831

4/27/82

DELAND, FL

A/C Reg. No. N29826

Time (Lc1) - 1141 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 803      5/07/82      JACKSONVILLE, FL      A/C Reg. No. N90825      Time (Lcl) - 1205 EDT

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

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

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

Make/Model - AEROSPATIALE SA-319B	Eng Make/Model - TURBOMECA ASTA20-UX1VB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4950	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 856 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2000 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5577
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - SA-319B	Make/Model- 561
		Last 30 Days- 45
		Instrument- 146
		Last 90 Days- 149
		Multi-Eng - 9
		Rotorcraft - 5477

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND CREW WERE USING AN AIR AMBULANCE HELICOPTER WHILE PARTICIPATING WITH THE FIRE DEPARTMENT IN A SIMULATED DISASTER DRILL. DURING THE DRILL, THE HELICOPTER TOOK OFF WITH TWO OTHER OCCUPANTS THAT HAD VOLUNTEERED TO ACT AS IMMOBILIZED PATIENTS. WITH THIS LOAD, IT WAS NECESSARY TO FLY WITH THE RIGHT CARGO DOOR OPEN. WHILE CLIMBING THROUGH ABOUT 600 FT AGL, A LOSS OF DIRECTIONAL CONTROL WAS EXPERIENCED. THE PILOT SUSPECTED A LOSS OF THE TAIL ROTOR AND ENTERED AN AUTOROTATION. THE HELICOPTER IMPACTED THE TERRAIN AT A HIGH RATE OF SINK AND WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED THAT A STRAP, NORMALLY USED TO SECURE CARGO AND PATIENTS, HAD DEPARTED THE CABIN AREA THROUGH THE OPEN CARGO DOOR. THE STRAP HAD BECOME ENTANGLED ON THE TAIL ROTOR. ONE TAIL ROTOR BLADE WAS TORN OFF ABOUT FOUR INCHES FROM THE HUB.

Brief of Accident (Continued)

File No. - 803

5/07/82

JACKSONVILLE, FL

A/C Reg. No. N90825

Time (Lc1) - 1205 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. AIRCRAFT PREFLIGHT - INADEQUATE - OTHER CREW MEMBER
  3. ROTOR SYSTEM - FOREIGN OBJECT DAMAGE
  4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 804      5/07/82      GAINESVILLE, FL      A/C Reg. No. N9346T      Time (Lcl) - 1012 EDT

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

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		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/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	- 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	
Wind Dir/Speed	- 190/018 KTS	ATC/Airspace		Runway Ident	- 24
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 4147/ 150
Cloud Conditions(1st)	- 25000 FT BROKEN	Type of Clearance	- TOWER	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 - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 26	Last 24 Hrs - 0
	Months Since - N/A	Make/Model - 19	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT ON HIS THIRD LANDING, THE CROSSWIND WAS MORE NOTICEABLE. DURING THE LANDING ROLL, HE LOST DIRECTIONAL CONTROL WHILE HE WAS APPLYING BRAKES. THE AIRCRAFT WENT OFF THE RUNWAY, COLLIDED WITH A DITCH, AND WAS SUBSTANTIALLY DAMAGED.



Brief of Accident (Continued)

File No. - 804

5/07/82

GAINESVILLE, FL

A/C Reg. No. N9346T

Time (Lcl) - 1012 EDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. BRAKES(NORMAL) - IMPROPER USE OF - 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 - DITCH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 964      5/27/82      LABELLE, FL      A/C Reg. No. N5143V      Time (Lcl) - 1830 EST

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

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

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

Make/Model	- CESSNA 172RG	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - 2000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ENGLISH FIELD</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2600 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 31</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> <p style="padding-left: 20px;">Total - 690</p> <p style="padding-left: 20px;">Make/Model- 556</p> <p style="padding-left: 20px;">Instrument- 10</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - 2</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 130</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
---	--	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND TWO PASSENGERS PLANNED TO DEPART ON A FLIGHT TO SPOT HOGS FOR HUNTERS. THE AIRCRAFT WAS LOADED WITH ABOUT 50 GALLONS OF FUEL AND WAS NEAR ITS MAXIMUM GROSS WEIGHT. BEFORE TAKEOFF, THE PILOT NOTED THE WIND. HE REPORTED THAT IT WAS LIGHT AND VARIABLE FROM THE EAST-NORTHEAST WITH GUSTS FROM 10 TO 15 KNOTS. DURING A TAKEOFF TO THE NORTH, HE NOTED A CROSSWIND FROM THE RIGHT. HE STATED THAT WHEN THE PLANE WAS NEAR THE END OF THE STRIP, IT FELT LIKE IT WAS READY TO LIFT-OFF, WHEN IT SUDDENLY SETTLED BACK. SUBSEQUENTLY, IT HIT A SMALL TREE AND A MOUND OF SAND OR DIRT. THE TREE WAS LOCATED TO THE LEFT OF THE RUNWAY. A WITNESS REPORTED THAT THERE WAS A LIGHT WIND FROM THE EAST-SOUTHEAST THAT SUDDENLY SHIFTED TO THE SOUTH AND GUSTED FROM 12 TO 15 MPH. HE REPORTED THAT THE WIND SHIFT OCCURRED WHEN THE AIRCRAFT HAD ONLY TRAVELED 300 TO 400 FT ON ITS TAKEOFF ROLL. THE SOUTH END OF THE STRIP WAS PARTIALLY SURROUNDED BY TALL PINE TREES.

Brief of Accident (Continued)

File No. - 964

5/27/82

LABELLE, FL

A/C Reg. No. N5143V

Time (Lcl) - 1830 EST

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - TAILWIND
6. OBJECT - TREE(S)

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 953      5/31/82      FT. PIERCE, FL      A/C Reg. No. N9655T      Time (Lcl) - 1530 EDT

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 5000 FT BROKEN.</p> <p>Cloud Conditions(2nd) - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - TOWER</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ST. LUCIE COUNTY</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 5000/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	---

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Make/Model- 15
	Aircraft Type - N/A	Instrument- 2
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PILOT, THE NOSE GEAR COLLAPSED DURING THE TAKEOFF ROLL AFTER HE APPLIED BACK PRESSURE FOR A CLIMB ATTITUDE AT ABOUT 60 TO 62 KNOTS. HE STATED THAT THE AIRCRAFT DID NOT WANT TO CLIMB, AND SIMULTANEOUSLY, THE NOSE DROPPED. AN INVESTIGATION REVEALED THAT THE PLANE HAD BEEN INVOLVED IN A HARD LANDING ABOUT THREE WEEKS PREVIOUSLY. THE PROPELLER AND ENGINE MOUNT HAD BEEN REPLACED, BUT THERE WAS NO LOGBOOK ENTRY REGARDING ANY REPAIR ON THE LANDING GEAR SYSTEM. AN EXAMINATION OF THE LANDING GEAR FRACTURE DID NOT SHOW EVIDENCE OF CORROSION, FATIGUE, OR PREVIOUS CRACK.

Brief of Accident (Continued)

File No. - 953

5/31/82

FT. PIERCE, FL

A/C Reg. No. N9655T

Time (Lc1) - 1530 EDT

-----  
Occurrence            NOSE GEAR COLLAPSED  
Phase of Operation    TAKEOFF

Finding(s)

1. UNDETERMINED
2. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D:C. 20594

Brief of Accident

File No. - 810      4/03/82      DARIEN,GA      A/C Reg. No. N4382W      Time (Lcl) - 1312 EST

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NEW BERN,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PALATHA,FL	Runway Ident - N/A
Wind Dir/Speed- 220/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FILED A VFR FLIGHT PLAN, BUT DID NOT ACTIVATE IT AFTER TAKEOFF. WHILE EN ROUTE, HE ENCOUNTERED DETERIORATING WEATHER AND OBTAINED AN IFR CLEARANCE. AS HE CONTINUED, HE ENTERED AN AREA OF THUNDERSTORMS, TURBULENCE, AND HEAVY RAIN. AS THE PILOT WAS ABOUT TO DEPART THE AREA OF BAD WEATHER, THE AIRCRAFT TURNED NEARLY 180 DEGREES AND BEGAN HEADING TOWARD THE EDGE OF A THUNDERSTORM. THE PILOT WAS ADVISED OF HIS HEADING DEVIATION AND WAS PROVIDED A VECTOR AWAY FROM THE STORM AND BACK ON COURSE. AT ABOUT THE SAME TIME, TWO WITNESSES ON THE GROUND HEARD AN AIRCRAFT IN THE SAME AREA. THEY REPORTED THAT THE ENGINE WAS REVVING AS IF THE PLANE WAS DIVING UP AND DOWN. BOTH REPORTED THAT THE PLANE SOUNDED LIKE IT WAS LEAVING THE AREA, THEN IT RETURNED AND CIRCLED BEFORE CRASHING. THE PLANE IMPACTED IN A RIGHT BANK, NOSE LOW ATTITUDE. AFTER IMPACT, THE WRECKAGE SCATTERED OVER A 200 BY 400 FT AREA. AN EXAMINATION OF THE ENGINE REVEALED NO PRECRASH FAILURES.

Brief of Accident (Continued)

File No. - 810

4/03/82

DARIEN,GA

A/C Reg. No. N4382W

Time (Lcl) - 1312 EST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - LOW CEILING

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

Finding(s)

5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER DECISION,SPATIAL DISORIENTATION - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - WET
10. TERRAIN CONDITION - SOFT

----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 812      4/15/82      BAXLEY, GA      A/C Reg. No. N90856      Time (Lcl) - 0930 EST

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

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

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

Make/Model - PIPER PA-25-235D	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 235 HP	

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

<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- UNK/NR</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BAXLEY MUNICIPAL</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 3800/ 75</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 style="padding-left: 20px;">ATP, COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 14</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> <p style="padding-left: 20px;">Total - UNK/NR</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
--	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 75 FT AGL. THE PILOT JETTISONED HIS LOAD OF PESTICIDE AND LANDED STRAIGHT AHEAD ON THE REMAINING RUNWAY. THE PLANE CONTINUED OFF THE END OF THE RUNWAY, RAN INTO A DRAINAGE DITCH, AND WAS SUBSTANTIALLY DAMAGED. DURING AN INVESTIGATION, WATER WAS FOUND IN ALL FUEL DRAINS AND IN THE CARBURETOR.



Brief of Accident (Continued)

File No. - 812

4/15/82

BAXLEY,GA

A/C Reg. No. N90856

Time (Lcl) - 0930 EST

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

Finding(s)

1. FLUID,FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. ALL AVAILABLE RUNWAY - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #4      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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 908      4/25/82      ATLANTA,GA      A/C Reg. No. N6823C      Time (Lcl) - 1033 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  
DESTROYED  
Fire  
NONE

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

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

Make/Model - CESSNA 421C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520L  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 435 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 090/008 KTS  
Visibility - 2.0 SM  
Cloud Conditions(1st) - 800 FT BROKEN  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BRUNSWICK,GA  
Destination  
ATLANTA,GA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - SPECIAL VFR  
Type Approach Flown - ILS - COMPLETE

Airport Proximity  
ON AIRPORT

Airport Data

DEKALB-PEACHTREE  
Runway Ident - N/A  
Runway Lth/Wid - 5000/ 100  
Runway Surface - CONCRETE  
Runway Status - WET

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

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

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2197  
Make/Model- 1406  
Instrument- 251  
Multi-Eng - 1946  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT WAS CLEARED FOR AN ILS APPROACH TO RUNWAY 20L. THE PILOT STATED THAT THE APPROACH WAS NORMAL IN MODERATE TO HEAVY RAIN AND HE BROKE OUT AT ABOUT 800 FT AGL. HE CROSSED THE END OF THE RUNWAY WITH FULL FLAPS, WAS HIGH, AND TOUCHED DOWN NEAR THE INTERSECTION OF RUNWAY 20L AND RUNWAY 27. THIS INTERSECTION WAS ABOUT 3100 FT BEYOND THE APPROACH END OF RUNWAY 20L. AFTER TOUCHDOWN, THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY, WENT OVER AN EMBANKMENT AND CAME TO REST ABOUT 50 FT BEYOND THE RUNWAY IN SOFT MUD. DURING THE INVESTIGATION WHITE TIRE MARKS WERE FOUND NEAR THE END OF THE RUNWAY. THESE MARKS RESEMBLED THOSE MADE BY HYDROPLANING ACTION. THE PILOT STATED HE HAD TROUBLE SEEING THE RUNWAY AND THAT WINDSHIELD WIPERS WOULD HAVE BEEN HELPFUL.

Brief of Accident (Continued)

File No. - 908

4/25/82

ATLANTA,GA

A/C Reg. No. N6823C

Time (Lc1) - 1033 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER DECISION,VISUAL/AURAL DETECTION - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - WET
8. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER

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

Finding(s)

9. TERRAIN CONDITION - DOWNHILL
10. TERRAIN CONDITION - WET
11. TERRAIN CONDITION - SOFT
12. LANDING GEAR - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,7,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 916      5/01/82      MARIETTA, GA      A/C Reg. No. N3715S      Time (Lcl) - 1600 EDT

-----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
					1

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

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCCOLLUM
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4580/ 75
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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1112
SE LAND	Months Since - 17	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 17
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 172 PILOT PERFORMED HIS PREFLIGHT ENGINE RUN-UP ON THE TAXIWAY, THEN WAITED FOR A TWIN ENGINE AIRCRAFT TO LAND. HE REPORTED THAT AFTER THE TWIN ENGINE LANDED, HE RADIOED HIS INTENTION, DOUBLE CHECKED THE FINAL APPROACH AREA, AND WITH NO OTHER AIRCRAFT IN SIGHT, HE TAXIED ONTO THE RUNWAY. WHILE THE CESSNA 172 PILOT WAS WAITING FOR THE TWIN ENGINE AIRCRAFT TO LAND, A BOEING A75N1 (STEARMAN) PILOT EXTENDED HIS PATTERN AND TURNED ON A LONG FINAL APPROACH. THE STEARMAN PILOT REPORTED THAT HE DID THIS TO ALLOW THE TWIN ENGINE PLANE TO LAND AHEAD OF HIM. AS THE STEARMAN PILOT CONTINUED, HE DID NOT SEE THE BEIGE COLORED CESSNA 172 TAXI ONTO THE RUNWAY. HE REPORTED THAT THE VISIBILITY WAS POOR FROM THE BACK SEAT. ALSO, THE STEARMAN WAS NOT EQUIPPED WITH A RADIO. AS THE CESSNA PILOT ADVANCED HIS POWER TO TAKEOFF, HIS LEFT WING WAS STRUCK BY THE STEARMAN'S LANDING GEAR.

Brief of Accident (Continued)

File No. - 916

5/01/82

MARIETTA,GA

A/C Reg. No. N3715S

Time (Lc1) - 1600 EDT

---

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

Finding(s)

1. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT OF OTHER AIRCRAFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 916      5/01/82      MARIETTA,GA      A/C Reg. No. N74189      Time (Lcl) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR		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
						2

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

Make/Model - BOEING A75N1	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	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 - 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	MCCOLLUM
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4580/ 75
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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 485
SE LAND	Months Since - 7	Make/Model- 485
	Aircraft Type - UNK/NR	Instrument- 39
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE BOEING A75N1 (STEARMAN) PILOT REPORTED THAT A LONG FINAL APPROACH WAS FLOWN TO ALLOW ROOM FOR A TWIN ENGINE AIRCRAFT TO LAND IN FRONT OF HIM. HE CONTINUED LANDING, BUT DID NOT SEE A BEIGE COLORED CESSNA 172 ON THE RUNWAY. HE REPORTED THAT THE VISIBILITY WAS VERY POOR FROM THE BACK SEAT OF THE STEARMAN. AS HE WAS ABOUT TO TOUCHDOWN, THE LANDING GEAR STRUCK THE LEFT WING OF THE CESSNA 172. THE PILOT HEARD THE SOUND OF METAL, BUT WAS UNAWARE THAT HIS PLANE HAD HIT ANOTHER AIRCRAFT UNTIL HE TAXIED TO THE HANGAR. THE CESSNA PILOT STATED THAT HE HAD WAITED FOR THE TWIN ENGINE TO LAND, ANNOUNCED HIS INTENTION ON THE RADIO, BUT SAW NO AIRCRAFT ON FINAL. HE TAXIED ONTO THE RUNWAY TO HOLD, AND THEN AS HE ADVANCED POWER TO TAKEOFF, THE COLLISION OCCURRED. THE STEARMAN WAS NOT EQUIPPED WITH A RADIO.

Brief of Accident (Continued)

File No. - 916

5/01/82

MARIETTA,GA

A/C Reg. No. N74189

Time (Lc1) - 1600 EDT

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

Finding(s)

1. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4.        IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND
5. OBJECT - AIRCRAFT MOVING ON GROUND

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

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

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. - 948      6/07/82      HAMPTON, GA

A/C Reg. No. N1387B

Time (Lcl) - 1930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

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

Fire  
NONE

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

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

Make/Model - FOKKER DR-1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4190  
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BEAN CREEK  
Runway Ident - 24  
Runway Lth/Wid - 3375/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 822  
Make/Model- 3  
Instrument- 103  
Multi-Eng - 32  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ALSO THE OWNER OF THE FIXED TRI-WING, AMATEUR-BUILT AIRCRAFT. AFTER RETURNING FROM A LOCAL FLIGHT, HE ENTERED THE TRAFFIC PATTERN. HE FLEW A LARGE PATTERN TO MAINTAIN SPACING BEHIND A CESSNA 150. AFTER MAKING A LOW APPROACH, HE POSITIONED HIMSELF BEHIND THE OTHER AIRCRAFT IN ANOTHER LARGE PATTERN. WHILE DESCENDING ON FINAL APPROACH, THE ENGINE COUGHED AND THEN QUIT. THE THROTTLE WAS PUMPED, THE ENGINE RESTARTED MOMENTARILY, THEN LOST POWER AGAIN AND COULD NOT BE RESTORED. THE PILOT WAS UNABLE TO REACH THE RUNWAY. THE PLANE WAS LANDED IN AN AREA OF BRUSH AND BRIARS ABOUT 1000 FT FROM THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED NO PRECRASH, MECHANICAL FAILURES. SOME FUEL WAS REMAINING IN THE FUEL TANK. HOWEVER, THE FUEL TANK WAS OF THE OWNER'S DESIGN. WITH THE AIRCRAFT IN A STRAIGHT AND LEVEL FLIGHT ATTITUDE, THERE WAS 3/4 INCH OF FUEL. BUT WHEN IT WAS TILTED TO ABOUT 10 DEGREES NOSE DOWN, THE FUEL RAN FORWARD LEAVING NO FUEL PICKUP POINT.



Brief of Accident (Continued)

File No. - 948

6/07/82

HAMPTON, GA

A/C Reg. No. N1387B

Time (Lcl) - 1930 EDT

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

Finding(s)

1. FLUID, FUEL - LOW LEVEL
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

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

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

Finding(s)

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) 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. - 917      6/13/82      SAVANNAH,GA      A/C Reg. No. N80SA      Time (Lcl) - 1545 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	1	0
Pass	0	2	0	1
Other	0	0	0	0

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

Make/Model      - PIPER PA-28-181	Eng Make/Model      - LYCOMING O-360-A4M	ELT Installed/Activated      - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2450	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar      - NO
No. of Seats      - 4	Rated Power      - 180 HP	

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

Weather Data

Wx Briefing      - BRFG RCVD, SOURCE UNK  
Method      - TELEPHONE  
Completeness      - UNK/NR  
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-      HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CEDAR KEYS,FL  
Destination  
JACKSONVILLE,FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age      - 53

Biennial Flight Review

Current      - YES  
Months Since      - 15  
Aircraft Type      - PA-28

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 96	Last 24 Hrs	- 1
Make/Model-	11	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	5

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT OBTAINED A WEATHER BRIEFING AND FILED A VFR FLIGHT PLAN BEFORE TAKEOFF. HE WAS ADVISED THAT THE WEATHER WAS 6000 FT SCATTERED, 6 MILES VISIBILITY, POSSIBLE STORMS GATHERING AT PALATKA, FL. AFTER TAKEOFF, HE WAS UNABLE TO CONTACT THE FLIGHT SERVICE STATION TO ACTIVATE THE FLIGHT PLAN. WHILE ENROUTE, HE HAD TO DEViate TO AVOID WEATHER AND BECAME LOST. HE TRIED TO OBTAIN HELP BY USING HIS RADIO. BUT WAS UNABLE. HE FINALLY LOCATED AN AIRPORT (HUNTER AFB), THE ENGINE LOST POWER FROM FUEL EXHAUSTION BEFORE HE ARRIVED. HE ELECTED TO LAND ON A DIRT ROAD, BUT WAS UNABLE TO CLEAR THE TOPS OF THE TREES. THE PILOT GUIDED THE PLANE BETWEEN TWO TREES AS HE CRASH LANDED.

Brief of Accident (Continued)

File No. - 917

6/13/82

SAVANNAH,GA

A/C Reg. No. N80SA

Time (Lcl) - 1545 EDT

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

Finding(s)

1. COMM/NAV EQUIPMENT,VHF RECEIVER - ERRATIC
2. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH

Finding(s)

3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #3 FORCED LANDING  
Phase of Operation APPROACH

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) 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. - 980      7/19/82      EDISON,GA      A/C Reg. No. N8132K      Time (Lcl) - 1930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	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      - GULFSTREAM G-164B	Eng Make/Model      - P&W R-1340	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 4500	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar      - NO
No. of Seats      - 1	Rated Power      - 626 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      - 5.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation      - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance      - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>AGRICULTURAL FIELD</p> <p>Runway Ident      - 09</p> <p>Runway Lth/Wid      - 1800/ 60</p> <p>Runway Surface      - GRASS/TURF</p> <p>Runway Status      - WET</p>
--	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age      - 62</p> <p>Biennial Flight Review</p> <p>Current      - YES</p> <p>Months Since      - 4</p> <p>Aircraft Type      - G-170</p>	<p>Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total      - 24600</p> <p>Make/Model- 4000</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft      - UNK/NR</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A PRIVATE SOD STRIP TO RELOAD, THE AIRCRAFT BEGAN PULLING TO THE RIGHT. THE PILOT STATED THAT ALL EFFORTS TO COUNTERACT WITH LEFT BRAKE, RUDDER, AND POWER HAD NO EFFECT. SUBSEQUENTLY, THE RIGHT WING STRUCK A FENCE AND THE PLANE FLIPPED OVER ON ITS BACK. AN INSPECTION REVEALED THAT THE RIGHT MAIN TIRE WAS FLAT.

Brief of Accident (Continued)

File No. - 980

7/19/82

EDISON, GA

A/C Reg. No. N8132K

Time (Lc1) - 1930 EDT

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

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - FENCE

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 920      4/29/82      OSCEOLA,IA      A/C Reg. No. N58690      Time (Lc1) - 2330 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 -LANDING

Fire NONE  
Crew 0  
Pass 0  
Other 0

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

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

Eng Make/Model - CONTINENTAL O-470-R25A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE-UNK/NR  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point  
LAPORTE CITY,IA  
Destination  
OSCEOLA,IA

Airport Proximity  
ON AIRPORT

Airport Data

OSCEOLA MUNICIPAL  
Runway Ident - 17  
Runway Lth/Wid - 2515/ 126  
Runway Surface - GRASS/TURF  
Runway Status - SOFT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 272	Last 24 Hrs - 1
Make/Model- 178	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 108

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT LANDED HEAVY ON THE NOSE DURING A FULL FLAP LANDING AT NIGHT ON A SOFT GRASS RUNWAY. HE REPORTED THAT THE NOSEWHEEL TRAVELED ABOUT 15 FT WHILE PENETRATING THE GROUND, AND THEN THE NOSE GEAR COLLAPSED AND THE PLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 920

4/29/82

OSCEOLA, IA

A/C Reg. No. N58690

Time (Lcl) - 2330 CDT

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

Finding(s)  
1. LIGHT CONDITION - NIGHT  
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND  
-----

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

Finding(s)  
3. TERRAIN CONDITION - SOFT  
4. LANDING GEAR, NOSE GEAR - OVERLOAD  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL  
-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 848      6/01/82      THORNTON,IA      A/C Reg. No. N21722      Time (Lcl) - 0655 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	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 - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP - FUEL INJECTED	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	SHEFFIELD,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 315/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3300
SE LAND,ME LAND	Months Since - 19	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 80
		Last 24 Hrs - UNK/NR
		Last 30 Days- 33
		Last 90 Days- 33
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SPRAYING A CORN FIELD, THE PILOT CROSSED UNDER A POWERLINE AT THE NORTH END OF THE FIELD. WHILE PASSING BENEATH THE LINES, HIS LEFT WING TIP STRUCK THE BOTTOM WIRE. THE PILOT REPORTED THAT HE LOST AILERON CONTROL AND LANDED IN A CORN FIELD WITH NO ADDITIONAL DAMAGE. ALSO, HE REPORTED THAT THERE WAS MODERATE TURBULENCE AND HE ESTIMATED THE WIND FROM THE NORTHWEST AT ABOUT 10 KNOTS.



Brief of Accident (Continued)

File No. - 848

6/01/82

THORNTON,IA

A/C Reg. No. N21722

Time (Lc1) - 0655 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
  2. OBJECT -
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  4. WING - FOREIGN OBJECT DAMAGE
  5. FLIGHT CONTROL,AILERON - JAMMED
- 

----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. - 937 6/12/82 MILFORD,IA

A/C Reg. No. N5392B

Time (Lcl) - 1145 CDT

-----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 -TOWING BANNERS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 7000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 758  
Make/Model- 200  
Instrument- 0  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS LOW ON FUEL AND WAS FLYING OVER THE AIRSTRIP BEFORE LANDING TO DROP A BANNER THAT HE WAS TOWING. SHORTLY AFTER THE BANNER WAS RELEASED, THE AIRCRAFT ENCOUNTERED TURBULENCE CAUSING THE AIRCRAFT TO GO INTO A STEEP BANK. AT ABOUT THAT TIME, THE ENGINE QUIT. THE PILOT WAS UNABLE TO RESTART THE ENGINE AND ELECTED TO LAND IN A HAY FIELD BESIDE THE RUNWAY. AFTER TOUCHDOWN, THE NOSE GEAR COLLAPSED. THE FUEL SELECTOR WAS FOUND IN THE "BOTH" POSITION, THE LEFT TANK WAS EMPTY, AND THE RIGHT TANK HAD 2 GALLONS OF FUEL REMAINING. FUEL COULD BE DRAINED FROM THE FUEL FILTER.

Brief of Accident (Continued)

File No. - 937

6/12/82

MILFORD, IA

A/C Reg. No. N5392B

Time (Lc1) - 1145 CDT

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

Finding(s)

1. FLUID,FUEL - LOW LEVEL
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE,CLEAR AIR
6. FLUID,FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

7. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

8. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 871      6/13/82      MARION, IA      A/C Reg. No. N5158E      Time (Lcl) - 1325 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	0	1
Pass	0	0	0	0	2
Other	0	0	0	0	0

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

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

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 160 HP

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

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

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 250/010 KTS  
Visibility     - 20.0 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

MARION  
Runway Ident    - 35  
Runway Lth/Wid - 2800/ 100  
Runway Surface   - GRAVEL  
Runway Status   - DRY

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

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

Age - 31  
Biennial Flight Review  
Current        - YES  
Months Since   - 14  
Aircraft Type   - PA-38

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

Total	- 96	Last 24 Hrs	- 0
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	25
		Rotorcraft	- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE TOOK OFF, STAYED IN THE TRAFFIC PATTERN, AND MADE A NORMAL APPROACH WITH ONE NOTCH OF FLAPS AT ABOUT 75 MPH. HE STATED THAT ON FINAL APPROACH, THE WIND SHIFTED FROM 350 TO ALMOST 180 DEGREES. HE LANDED LONG AND WAS UNABLE TO STOP ON THE RUNWAY. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND WAS DAMAGED WHEN IT COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 871

6/13/82

MARION, IA

A/C Reg. No. N5158E

Time (Lc1) - 1325 CDT

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

Finding(s)  
1. WEATHER CONDITION - UNFAVORABLE WIND  
2. WEATHER CONDITION - TAILWIND  
3. DISTANCE - MISJUDGED - PILOT IN COMMAND  
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

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) 3,4,5

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. - 989      7/13/82      LAURENS, IA

A/C Reg. No. N1456G

Time (Lcl) - 0830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - BEECH 95-A55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4880  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L  
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- 045/006 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DES MOINES, IA  
Destination  
LAURENS, IA

Airport Proximity  
ON AIRPORT

Airport Data

SKYWAYS  
Runway Ident - 36  
Runway Lth/Wid - 2247/ 157  
Runway Surface - GRASS/TURF  
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)  
NONE

Age - 54  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD NO CURRENT MEDICAL CERTIFICATE OR FAA PILOT LICENSE. HE STATED THAT MOST OF THE TIME, HE HAD A PILOT IN THE COMPANY, BUT ON THIS DAY, HE WAS UNABLE TO OBTAIN A PILOT AND CONDUCTED THE FLIGHT HIMSELF. HE STATED THAT DURING HIS LANDING APPROACH AT THE DESTINATION, HE WAS LOW AND SLOW, DRIFTED SIDEWAYS, AND TOUCHED DOWN OFF THE SIDE OF THE RUNWAY, ON THE CITY GOLF COURSE. THE RUNWAY WAS ON THE GOLF COURSE GROUNDS. THE NOSE AND LEFT MAIN GEAR COLLAPSED AND THERE WAS SUBSTANTIAL DAMAGE TO THE PROPELLERS, LOWER FUSELAGE, AND LEFT WING.

Brief of Accident (Continued)

File No. - 989

7/13/82

LAURENS, IA

A/C Reg. No. N1456G

Time (Lc1) - 0830 CDT

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

Finding(s)  
1. WEATHER CONDITION - CROSSWIND  
2. PROPER ALIGNMENT - NOT MAINTAINED - UNQUALIFIED PERSON  
3. LEVEL OFF - IMPROPER - UNQUALIFIED PERSON  
-----

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

Finding(s)  
4. LANDING GEAR - OVERLOAD  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 991      7/30/82      HANSELL,IA      A/C Reg. No. N758AG      Time (Lc1) - 1900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3
0	0	0	0

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

Fire      Crew      0  
NONE      Pass      0  
Other      0

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

Make/Model      - CESSNA R172K  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-360-K  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 195 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 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 AIRSTRIP

Airport Data

PRIVATE STRIP  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 2400 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 61  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

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

Total	- 306	Last 24 Hrs	- UNK/NR
Make/Model-	306	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE TAKEOFF ROLL, HE WAS BLINDED BY THE SUN AND ALLOWED THE AIRCRAFT TO DRIFT INTO TALL CORN BESIDE THE RUNWAY. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER.



Brief of Accident (Continued)

File No. - 991

7/30/82

HANSELL,IA

A/C Reg. No. N758AG

Time (Lc1) - 1900 CDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIGH VEGETATION
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

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

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. - 875      6/11/82      SWAN VALLEY, ID      A/C Reg. No. N1074Z      Time (Lcl) - 1045 MDT

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C-20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - TURBOPROP	Weather Radar - NO
No. of Seats - 2	Rated Power - 400 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- 200/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5730
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1250
		Instrument- 180
		Multi-Eng - 30
		Last 30 Days- UNK/NR
		Last 90 Days- 95
		Rotorcraft - 5500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED DURING AN EXTERNAL LOAD OPERATION AT AN ELEVATION OF ABOUT 6700 FT MSL IN MOUNTAINOUS TERRAIN. THE PILOT REPORTED THAT THE FUEL GAUGE INDICATED 8 GALLONS REMAINING WHEN HE LAST CHECKED IT BEFORE THE ACCIDENT. REPORTEDLY, HE CHECKED HIS INSTRUMENTS PRIOR TO LETTING A LOAD DOWN INTO TREES, AND HE HAD NO CAUTION OR WARNING LIGHTS. WHILE SETTING THE LOAD DOWN ON THE GROUND, HE HEARD THE TURBINE RPM DECAY. HE MOVED ABOUT 25 FT RIGHT AND 20 FT FORWARD TO CLEAR THE TREES. DURING THE LANDING, THE AIRCRAFT TOUCHED DOWN ON SLOPING TERRAIN AND ROLLED OVER. THERE WERE NO REPORTED MALFUNCTIONS OF THE AIRCRAFT ENGINE OR FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 875

6/11/82

SWAN VALLEY, ID

A/C Reg. No. N1074Z

Time (Lc1) - 1045 MDT

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED  
-----

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
-----

Occurrence #3      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - HIGH DENSITY ALTITUDE  
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 885      6/18/82      DRIGGS, ID      A/C Reg. No. N99954      Time (Lc1) - 1630 MDT

-----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      - BLANIK L-13  
Landing Gear      - N/A  
Max Gross Wt      - 1100  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE/005 KTS  
Visibility      - 30.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TETON PEAKS  
Runway Ident      - 03  
Runway Lth/Wid      - 5200/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age -      49

Biennial Flight Review

Current      - YES  
Months Since      - 12  
Aircraft Type      - C-152

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

Total	- 6260	Last 24 Hrs	- 0
Make/Model-	3	Last 30 Days-	1
Instrument-	1131	Last 90 Days-	1
Multi-Eng	- 4543		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HELD A COMMERCIAL, AIRLINE TRANSPORT CERTIFICATE, BUT HAD ONLY A STUDENT GLIDER CERTIFICATE. DURING A TOWED TAKEOFF, WITNESSES OBSERVED THE SPOILERS EXTEND AFTER ABOUT 200 FT OF GROUND ROLL. THE TOW PILOT GAVE AN ARM SIGNAL TO INDICATE A PROBLEM. HOWEVER, THE GLIDER PILOT REPORTED THAT HE MISINTERPRETED THE SIGNAL AND ELECTED TO MAKE AN OFF FIELD LANDING. HE WAS UNAWARE THAT THE SPOILERS WERE UNLATCHED. AFTER BEING RELEASED FROM THE TOW PLANE, THE GLIDER TOUCHED DOWN ABOUT 200 FT BEYOND THE RUNWAY, RIGHT WING LOW, AND WAS DAMAGED. THE RIGHT WING SPAR WAS BENT ABOUT 6 FT FROM THE TIP. REPORTEDLY, THE SPOILER HANDLE WAS NOT SECURED BEFORE TAKEOFF.

Brief of Accident (Continued)

File No. - 885

6/18/82

DRIGGS, ID

A/C Reg. No. N99954

Time (Lc1) - 1630 MDT

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

Finding(s)

1. FLIGHT CONTROL, SPEED BRAKE - UNLOCKED
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
  4. SAFETY ADVISORY - NOT UNDERSTOOD - PILOT IN COMMAND
  5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  6. DESCENT - EXCESSIVE - PILOT IN COMMAND
  7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

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

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

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. - 976      6/27/82      TWIN FALLS, ID      A/C Reg. No. N8380E      Time (Lcl) - 1720 MDT

-----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	1
Accident Occurred During - LANDING		Other	0	0	0

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

Make/Model - MOONEY M20A	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
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 - 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	JOSLIN FIELD
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3207/ 100
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 242
SE LAND	Months Since - 14	Make/Model- 7
	Aircraft Type - C-172	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING HIS PREFLIGHT INSPECTION, THE PILOT NOTED THAT THE RIGHT FUEL TANK WAS PARTIALLY FULL, BUT THE LEFT TANK WAS NEARLY EMPTY. THE LEFT TANK WAS SERVICED WITH 12 GALLONS OF FUEL, BUT THE PILOT REPORTED THAT THE FUEL SELECTOR WAS INADVERTENTLY LEFT IN THE RIGHT TANK POSITION. THE ENTIRE FLIGHT WAS FLOWN WITHOUT REPOSITIONING THE FUEL SELECTOR. JUST PRIOR TO ENTERING A DOWNWIND FOR LANDING, THE ENGINE FALTERED. THE PILOT CYCLED THE THROTTLE AND THE ENGINE REGAINED NORMAL POWER MOMENTARILY, THEN STOPPED COMPLETELY. THE PILOT HEADED FOR THE NEAREST RUNWAY, BUT WAS UNABLE TO GLIDE THAT FAR. THE AIRCRAFT WAS DAMAGED DURING A LANDING IN A FIELD WITH TERRACES, ABOUT 700 FT FROM THE NEAREST RUNWAY.

Brief of Accident (Continued)

File No. - 976

6/27/82

TWIN FALLS, ID

A/C Reg. No. N8380E

Time (Lcl) - 1720 MDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

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

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 985      7/12/82      KENDRICK, ID      A/C Reg. No. N82168      Time (Lc1) - 1800 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 - PIPER PA-18-150

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MEAD, WA

Destination

KENDRICK, ID

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FARM FIELD

Runway Ident - UNK/NR

Runway Lth/Wid - 3300 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Age - 24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 350

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 13

Make/Model- 75

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A FENCE DURING ROLL-OUT AFTER THE PILOT LANDED ON A 2000 FT FARM FIELD. POWERLINES WERE LOCATED AT EACH END OF THE FIELD AND THERE WAS A SLIGHT DOWNHILL SLOPE. THE PILOT REPORTED THAT HE TOUCHED DOWN AT ABOUT MIDFIELD WHILE LANDING IN CALM WIND CONDITIONS. HE STATED THAT BRAKING ACTION WAS VERY POOR ON THE GRASS AND HE WAS UNABLE TO STOP BEFORE HITTING THE FENCE. THE DENSITY ALTITUDE WAS ABOUT 5700 FT.



Brief of Accident (Continued)

File No. - 985

7/12/82

KENDRICK, ID

A/C Reg. No. N82168

Time (Lc1) - 1800 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  6. TERRAIN CONDITION - DOWNHILL
- 

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

Finding(s)

7. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 809      10/05/82      SANDWICH,IL      A/C Reg. No. N26063      Time (Lcl) - 1745 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BENSON B8M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 1

Eng Make/Model - MCCULLOUGH O1001  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 72 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- 018/008 KTS  
Visibility      - 50.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SANDWICH  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

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

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

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

Instrument Rating(s)      - NONE

-----Narrative-----

THE AIRCRAFT WAS BEING FLOWN BY A PERSON WITH NO PILOT RATING AND NO STUDENT OR MEDICAL CERTIFICATE. AFTER TAKEOFF, HE CIRCLED THE AIRPORT AND FLEW OVER THE EDGE OF A LAKE. REPORTEDLY, THE ENGINE SUDDENLY LOST POWER WHILE HE WAS ABOUT 300 FT ABOVE THE SURFACE. THE NON-RATED PILOT MADE AN AUTORATIVE LANDING IN THE WATER WHEN HE WAS UNABLE TO GLIDE TO LAND. NO PRE-ACCIDENT FAILURE OF THE AIRCRAFT OR ENGINE WAS FOUND. NO WATER WAS FOUND IN THE STORAGE TANK.

Brief of Accident (Continued)

File No. - 809

10/05/82

SANDWICH, IL

A/C Reg. No. N26063

Time (Lcl) - 1745 CDT

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
  2. AIRPLANE HANDLING - PERFORMED - UNQUALIFIED PERSON
- 

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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. - 863      6/18/82      RIPLEY, IN

A/C Reg. No. N8544L

Time (Lcl) - 1530 CDT

-----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 -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

NONE

-----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 - 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) - NONE

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HALLS, TN

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 - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 617      Last 24 Hrs - UNK/NR

Make/Model- 428      Last 30 Days- UNK/NR

Instrument- 14      Last 90 Days- 142

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT ARRIVED TO SPRAY THE FIELD FOR THE FIRST TIME, HE SAW POWERLINES ALONG A ROAD AND SAW POLES ON BOTH SIDES OF A CREEK. HE ASSUMED THAT ALL OF THE LINES FOLLOWED THE ROAD. HE WAS UNAWARE THAT A POWERLINE CROSSED THE NARROW FIELD THAT HE WAS ABOUT TO SPRAY. THE FIRST SWATH RUN WAS STARTED BY CROSSING OVER A BLUFF. AS THE PILOT BEGAN TO SPRAY, HE SAW THE POWERLINE AND DOVE TO AVOID A COLLISION. REPORTEDLY, THERE WAS INSUFFICIENT ALTITUDE TO RECOVER. THE AIRCRAFT STRUCK THE GROUND AND THE GEAR COLLAPSED INTO THE WINGS AND FUSELAGE.

Brief of Accident (Continued)

File No. - 863

6/18/82

RIPLEY, IN

A/C Reg. No. N8544L

Time (Lc1) - 1530 CDT

---

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  3. OBJECT - WIRE, TRANSMISSION
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  5. MANEUVER - PERFORMED - PILOT IN COMMAND
  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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 815      5/09/82      FREDONIA,KS      A/C Reg. No. N2248K      Time (Lc1) - 1400 CST

-----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      -TEST  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Fire  
NONE

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

Make/Model      - LUSCOMBE 8A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1200  
No. of Seats      - 2

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

ELT Installed/Activated      - YES/NO  
Stall Warning System      - UNK/NR  
Weather Radar      - 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      - 150/016 KTS  
Visibility      - 15.0 SM  
Cloud Conditions(1st)      - UNK/NR  
Cloud Conditions(2nd)      - UNK/NR  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FREDONIA MUNICIPAL  
Runway Ident      - 17  
Runway Lth/Wid      - 2430/ 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      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1530	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AFTER TAKING OFF ON A TEST FLIGHT. A WITNESS REPORTED THAT THE AIRCRAFT WAS IN A STEEP ANGLE OF CLIMB, AND THE NOSE PITCHED DOWN AS THE PILOT WAS MAKING A LEFT TURN. THE WITNESS REPORTED THAT THE PILOT HAD BEEN ADJUSTING THE MAGNETOS PRIOR TO TAKEOFF. HOWEVER, NO PREIMPACT FAILURE OF THE ENGINE OR AIRFRAME WAS FOUND. BOTH MAGNETOS WERE DRIVEN CLOCKWISE ON THE ENGINE, AND BOTH PRODUCED A GOOD SPARK WHEN BENCH TESTED. HOWEVER, THE RIGHT MAGNETO DISTRIBUTOR GEAR AND BREAKER WERE SET FOR COUNTERCLOCKWISE ROTATION. THE LEFT MAGNETO DISTRIBUTOR GEAR WAS SET IN A CLOCKWISE POSITION, WHILE THE RESPECTIVE BREAKER CAM WAS SET FOR COUNTERCLOCKWISE ROTATION. DUE TO ENGINE DAMAGE, MAGNETO-TO-ENGINE TIMING COULD NOT BE CHECKED. BOTH MAGNETOS HAD BEEN SET AT THE LIMITS OF THEIR MOUNTING SLOTS ON THE ENGINE.

Brief of Accident (Continued)

File No. - 815

5/09/82

FREDONIA,KS

A/C Reg. No. N2248K

Time (Lc1) - 1400 CST

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - IMPROPER
2. ALIGNMENT - IMPROPER - COMPANY MAINTENANCE PSNL

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

Finding(s)

3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

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) 4,5

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. - 951      5/21/82      SALINA,KS      A/C Reg. No. N40NC      Time (Lc1) - 0812 CDT

-----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	2
Other	0	0	0	0

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

Make/Model      - PIPER PA-31P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7800  
No. of Seats      - 7

Eng Make/Model      - LYCOMING TIGO-541-E1A  
Number Engines      - 2  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 425 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      - VMC

Wind Dir/Speed- 260/010 KTS

Visibility      - 10.0 SM

Cloud Conditions(1st) - 8000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DALLAS, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SALINA MUNI

Runway Ident      - 17

Runway Lth/Wid      - 13330/ 300

Runway Surface      - CONCRETE

Runway Status      - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 42

Biennial Flight Review

Current      - YES

Months Since      - 2

Aircraft Type      - PA-31P

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 7192      Last 24 Hrs      - 0

Make/Model- 28      Last 30 Days- UNK/NR

Instrument- 386      Last 90 Days- 62

Multi-Eng - 2000      Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ACCORDING TO THE PILOT, THE LEFT ENGINE BEGAN RUNNING ROUGH AT ABOUT 300 FT AGL AFTER TAKEOFF AND THE ROUGHNESS WAS ACCOMPANIED BY A SLIGHT LEFT YAW. THE PILOT SAID THE LEFT ENGINE WAS PRODUCING SOME POWER SO HE ELECTED NOT TO FEATHER THE PROPELLER. THE AIRCRAFT WOULD NOT MAINTAIN ALTITUDE; THEREFORE, THE PILOT ELECTED TO MAKE A GEAR-UP LANDING IN A WHEAT FIELD. AN INVESTIGATION REVEALED THE PLANE HAD BEEN INVOLVED IN A PREVIOUS GEAR-UP LANDING AND HAD ACCUMULATED 420 HOURS SINCE THEN. AN EXAMINATION OF THE LEFT ENGINE REVEALED THAT THE PROPELLER WOULD ROTATE FREELY WITHOUT ROTATION OF THE CRANKSHAFT. EXAMINATION REVEALED THAT THE SPLINE BUSHING, PN 75462, TURNED FREELY IN THE FRONT OF THE CRANKSHAFT, AND THE THREE DOWELS, PN 75359, WERE NOT IN PLACE. THE BUSHING, WHICH IS PRESSED INTO THE CRANKSHAFT DURING ASSEMBLY, WAS LOOSE ENOUGH TO PERMIT REMOVAL BY HAND. THE DOWELS WERE FOUND IN THE ENGINE OIL SUMP AND WERE BENT AND DEFORMED.



Brief of Accident (Continued)

File No. - 951

5/21/82

SALINA,KS

A/C Reg. No. N40NC

Time (Lc1) - 0812 CDT

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

Finding(s)

1. REDUCTION GEAR ASSY - PREVIOUS DAMAGE
2. MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
3. REDUCTION GEAR ASSY - DISCONNECTED

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

Finding(s)

4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 874      6/07/82      BRONSON,KS      A/C Reg. No. N2934W      Time (Lc1) - 1000 CDT

-----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	Minor
Accident Occurred During	-MANEUVERING		Other	0	0	0
				0	0	None
				0	0	1
				0	0	0
				0	0	0

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

Make/Model - WEATHERLY 201A	Eng Make/Model - P & W 985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FORT SCOTT,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 235/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1500 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1800
SE LAND,ME LAND	Months Since - 8	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 118
		Multi-Eng - 1335
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS SPRAYING OVER ROLLING TERRAIN THAT WAS COVERED WITH TREES. WHILE ON HIS LAST PASS, HE STRUCK THE TOP OF A TREE WITH HIS LEFT WING. THE AIRCRAFT BECAME DIFFICULT TO CONTROL, AND THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING. THE FIELD THAT HE SELECTED WAS MUDDY. DURING THE LANDING, THE LEFT MAIN STRUT FAILED. THERE WAS DAMAGE TO THE LEFT WING, THE RIGHT MAIN GEAR, RIGHT WING, AND PROPELLER.

Brief of Accident (Continued)

File No. - 874

6/07/82

BRONSON,KS

A/C Reg. No. N2934W

Time (Lc1) - 1000 CDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. OBJECT - TREE(S)
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  4. WING - FOREIGN OBJECT DAMAGE
- 

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  6. TERRAIN CONDITION - SOFT
  7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  8. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 838      6/08/82      TOPEKA,KS      A/C Reg. No. N981EE      Time (Lcl) - 2145 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE  
Fire  
NONE

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

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

Make/Model      - CESSNA 500  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 10850  
No. of Seats      - 7

Eng Make/Model      - P&W JT15D-1  
Number Engines      - 2  
Engine Type      - TURBOFAN  
Rated Power      - 2200 LBS THRUST

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- 140/015 KTS  
Visibility      - 7.0 SM  
Cloud Conditions(1st) - 3600 FT BROKEN  
Cloud Conditions(2nd) - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
WICHITA,KS

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PHILLIP BILLARD  
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)  
ATP  
ME LAND

Age - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - C-500

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 14000  
Make/Model- 1000  
Instrument- 3500  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN A PASSENGER WAS BOARDING THE AIRCRAFT, SHE INADVERTENTLY RELEASED THE LATCH THAT HELD THE DOOR OPEN. THE DOOR SWUNG TOWARD THE CLOSED POSITION, STRUCK THE BACK OF THE PASSENGER'S FOOT, AND SEVERED THE TENDON. THERE WERE THUNDERSTORMS IN THE AREA AND THE WINDS WERE REPORTED TO BE FROM THE SOUTHEAST AT 15 GUSTING 20 KNOTS.

Brief of Accident (Continued)

File No. - 838

6/08/82

TOPEKA,KS

A/C Reg. No. N981EE

Time (Lcl) - 2145 CDT

---

Occurrence MISCELLANEOUS/OTHER  
Phase of Operation STANDING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - HIGH WIND
  3. WEATHER CONDITION - GUSTS
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 883      6/17/82      KINGMAN,KS      A/C Reg. No. N9839T      Time (Lcl) - 1600 CDT

-----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 - INSTRUCTIONAL - CHECK

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - CESSNA T303

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5150

No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-AE

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 250 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- 200/007 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 8000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WICHITA,KS

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

KINGMAN MUNICIPAL

Runway Ident - 18

Runway Lth/Wid - 3960/ 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 - 41

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 258      Last 24 Hrs - 1

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

Instrument- 6      Last 90 Days- 40

Multi-Eng - 80

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/PILOT WAS RECEIVING A MULTI-ENGINE FLIGHT CHECK WITH A DESIGNATED FLIGHT EXAMINER ON BOARD. THE EXAMINER REPORTED THAT DURING AN APPROACH FOR A SHORT FIELD LANDING, THE PILOT ALLOWED THE AIRSPEED TO DECAY BELOW THE RECOMMENDED APPROACH SPEED. HE STATED THAT AT ABOUT 50 FT AGL, HE TOLD THE PILOT NOT TO REDUCE POWER SINCE HE WAS STILL A LITTLE SLOW. REPORTEDLY, THE PILOT REDUCED THE POWER TO IDLE AT ABOUT 30 FT AGL AND PULLED THE CONTROL WHEEL ALL THE WAY BACK. THE EXAMINER STATED THAT HE APPLIED FULL POWER AND ATTEMPTED TO PUSH THE CONTROL WHEEL FORWARD, BUT THE AIRCRAFT HIT HARD. THE TOUCHDOWN WAS MADE WITH THE NOSE HIGH AND THE BRAKES LOCKED. THE TIRES SKIDDED ABOUT 12 FT AND THEN THE LEFT MAIN LANDING GEAR FAILED. THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND CAME TO REST ABOUT 500 TO 600 FT FROM THE INITIAL TOUCHDOWN POINT.

Brief of Accident (Continued)

File No. - 883

6/17/82

KINGMAN,KS

A/C Reg. No. N9839T

Time (Lcl) - 1600 CDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  3. SUPERVISION - INADEQUATE - CHECK PILOT
  4. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

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

Finding(s)

5. 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) 1,2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 869      6/17/82      ULYSSES,KS      A/C Reg. No. N7603V      Time (Lcl) - 1040 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
		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 -MANEUVERING		Other 0	0	0	0

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

Make/Model - CALLAIR A-9B	Eng Make/Model - LYCOMING IO-540-G1C5	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 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 - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 20000
SE LAND,SE SEA	Months Since - 17	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A SPRAY FLIGHT OVER AN AREA OF SAND HILLS. WHILE DROPPING FLAGS TO HELP DETERMINE THE WIND ON THE SURFACE, HE ENCOUNTERED UNFAVORABLE WIND CONDITIONS AND A SUDDEN LOSS OF LIFT. HE APPLIED FULL POWER, BUT WAS UNABLE TO RECOVER FROM THE MUSHING CONDITION BEFORE HITTING THE GROUND. THE PILOT REPORTED SEVERE TO EXTREME TURBULENCE, A TEMPERATURE OF 85 DEGREES FAHRENHEIT, AND BELIEVED THERE WERE DOWNDRAFTS AND UNUSUAL WIND CIRCULATION AMONG THE SAND DUNES.



Brief of Accident (Continued)

File No. - 869

6/17/82

ULYSSES,KS

A/C Reg. No. N7603V

Time (Lc1) - 1040 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 931      6/17/82      GARDNER,KS      A/C Reg. No. N1993V      Time (Lc1) - 1100 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	1
Accident Occurred During	-TAKEOFF		Other 0	0	0	0

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

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

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

<p>Weather Data</p> <p>Wx Briefing - BRFG RCVD, SOURCE UNK</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 3500 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>SAME AS ACC/INC</p> <p>Destination</p> <p>BELTON,MO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>KO (PRIVATE)</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 1300 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	---	---

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 217
SE LAND	Months Since - 8	Last 24 Hrs - 5
	Aircraft Type - C-150	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 19
		Last 90 Days- 103
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE AIRCRAFT STRUCK A FENCE NEAR THE DEPARTURE END OF THE RUNWAY. AFTER HITTING THE FENCE, IT TRAVELED ABOUT 37 YARDS BEFORE NOSING OVER IN AN ADJACENT WHEAT FIELD. THE FIELD WAS SOFT DUE TO RECENT RAINS. THE PILOT SAID THE 1300 FT RUNWAY WAS COVERED WITH GRASS THAT WAS 4 TO 6 INCHES TALL. HE STATED THAT HE EXECUTED A SOFT FIELD TAKEOFF. REPORTEDLY, HE BECAME AIRBORNE AFTER ABOUT AN 800 FT ROLL, BUT SETTLED JUST PRIOR TO STRIKING THE FENCE. THE PILOT REPORTED THAT THE WIND WAS FROM THE SOUTH-SOUTHWEST AT 8 GUSTING 14 KNOTS. THE DENSITY ALTITUDE WAS ABOUT 2400 FT.

Brief of Accident (Continued)

File No. - 931

6/17/82

GARDNER,KS

A/C Reg. No. N1993V

Time (Lcl) - 1100 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - GUSTS
3. TERRAIN CONDITION - HIGH VEGETATION
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5.        IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 978      9/24/82      SABETHA,KS      A/C Reg. No. N2231Q      Time (Lcl) - 1010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation      -PUBLIC - STATE/LOCAL	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 421A	Eng Make/Model - CONTINENTAL GTSIO-520	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt      - 6840	Engine Type      - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats      - 6	Rated Power      - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	- TOPEKA,KS	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SABETHA,KS	SABETHA MUNI
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident      - 01
Visibility      - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 2500/ 40
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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 9184
SE LAND,ME LAND	Months Since      - 16	Make/Model- 185
	Aircraft Type - UNK/NR	Instrument- 1100
		Multi-Eng - 4800
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE GEAR INDICATED DOWN AND LOCKED PRIOR TO LANDING AND DURING THE FIRST PART OF THE LANDING ROLL. AFTER ABOUT 1,000 FT OF ROLL THE PLT GOT AN UNSAFE INDICATION AND THE LEFT WING BEGAN TO SETTLE. AFTER THE LEFT GEAR COLLAPSED THE ACFT SWERVED TO THE LEFT OFF THE RWY. THE BOLT, P/N NAS464P4-26, WHICH ATTACHES THE BELLCRANK, PN 5041001-1, TO THE STRUT WAS SHEARED AND ONE SIDE OF THE CLEVIS AT THE LOWER END OF THE BELLCRANK. BOTH OF THESE BROKEN COMPONENTS COULD BE ASSOCIATED WITH OVERLOAD CONDITIONS INDUCED WHEN THE GEAR COLLAPSED AND NEITHER SHOWED EVIDENCE OF PREVIOUS DAMAGE. THERE WAS NO EVIDENCE OF A HARD LANDING. THE LANDING GEAR COMPONENTS APPEARED TO HAVE ADEQUATE LUBRICATION. DUE TO IMPACT DAMAGE THE RIGGING OF THE RETRACTION LINKAGE PRIOR TO THE ACCIDENT COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 978

9/24/82

SABETHA,KS

A/C Reg. No. N2231Q

Time (Lc1) - 1010 CDT

-----  
Occurrence #1        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
  2.    UNDETERMINED
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 813      4/18/82      PIKEVILLE, KY      A/C Reg. No. N738QD      Time (Lcl) - 1040 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 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	PIKE COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2750/ 38
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - WATER COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 18
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING ON THE SECOND SOLO FLIGHT, THE STUDENT PILOT SWERVED TO AVOID STANDING WATER AND A ROUGH SPOT ON THE RUNWAY. THE STUDENT REPORTED THAT THE SWERVE "WORSENERED", AND SUBSEQUENTLY, THE LEFT MAIN GEAR STRUCK A MOWING TRACTOR BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 813

4/18/82

PIKEVILLE, KY

A/C Reg. No. N738QD

Time (Lc1) - 1040 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
  2. TERRAIN CONDITION - WET
  3. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - VEHICLE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 807      5/08/82      MAGAN,KY

A/C Reg. No. N8376D

Time (Lcl) - 2109 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
ON GROUND  
Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - BEECH J35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 260 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 - IMC

Wind Dir/Speed- UNK/NR

Visibility - 3.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

GARY, IN

Destination

OWENSBORO, IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 63

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 2017 EDT, APPROACH CONTROL CLEARED THE PILOT TO DESCEND FROM 7000 FT TO 2500 FT AND BEGAN PROVIDING VECTORS FOR AN ILS APPROACH. ABOUT 9 MINUTES LATER, APPROACH CONTROL ADVISED THAT RADAR CONTACT WAS LOST, BUT NO REPLY WAS RECEIVED. AT ABOUT 2042, RADIO CONTACT WAS REESTABLISHED AND THE PILOT STATED THAT HE HAD LOST HIS "LEVEL INSTRUMENTS" AND WOULD RETURN TO TERRA HAUTE, IN. SUBSEQUENT TRANSMISSIONS REVEALED A LOSS OF THE ATTITUDE AND HEADING INDICATORS. THE PILOT CONTINUED FLYING FOR A WHILE, BUT WAS UNABLE TO CONTROL HIS ALTITUDE, AIRSPEED, OR HEADING. AT ABOUT 2109, THE AIRCRAFT CRASHED IN A WOODED AREA. A WITNESS STATED THAT HE SAW THE PLANE GO IN AND OUT OF THE CLOUDS WHICH HE ESTIMATED WERE ABOUT 100 FT HIGH. HE SAID THE PLANE THEN CIRCLED FOR ABOUT 1 OR 2 MINUTES, WHILE IT WAS CLIMBING AND DIVING. ALSO, HE STATED HE SAW THE PLANE JUST AS IT CAME OUT OF THE CLOUDS AND GO INTO THE TREES ABOUT 600 YARDS FROM HIS POSITION. OPTIONAL EQUIPMENT FOR THE BEECH J35 INCLUDES VACUUM-OPERATED DIRECTIONAL & ATTITUDE GYROS.



Brief of Accident (Continued)

File No. - 807

5/08/82

MAGAN,KY

A/C Reg. No. N8376D

Time (Lcl) - 2109 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. VACUUM SYSTEM - UNDETERMINED
4. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8,9,10

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. - 802      5/16/82      LOUISVILLE,KY      A/C Reg. No. N631E      Time (Lcl) - 2000 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

Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - BOEING E75N1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3200  
No. of Seats - 2

Eng Make/Model - P&W R-985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - RADIO  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 8000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
LOUISVILLE,KY  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

SNODGRASS  
Runway Ident - 24  
Runway Lth/Wid - 1200 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 403  
Make/Model- 65  
Instrument- 3  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE AIRCRAFT MADE INITIAL CONTACT ABOUT 400 FT DOWN A 1200 FT LANDING STRIP IN A CALM WIND CONDITION.  
THE AIRCRAFT NOSED OVER WHILE THE PILOT WAS BRAKING HEAVILY TO AVOID A COLLISION WITH THE BOUNDARY FENCE.

Brief of Accident (Continued)

File No. - 802

5/16/82

LOUISVILLE, KY

A/C Reg. No. N631E

Time (Lc1) - 2000 EDT

-----  
Occurrence            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 806      5/18/82      HARTFORD, KY      A/C Reg. No. N130C      Time (Lcl) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During - LANDING		Other	0	0	0	0	

-----Aircraft Information-----

Make/Model - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	TELL CITY, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MURRAY, KY	Runway Ident - N/A
Wind Dir/Speed- 060/040 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 1200 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 828
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 13
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT ENCOUNTERED HEAVY THUNDERSTORM ACTIVITY. HE WAS UNABLE TO CIRCUMNAVIGATE THE BUILD-UPS AND ELECTED TO LAND ON A GRAVEL ROAD TOWARD THE NORTHWEST. THE PILOT REPORTED THAT DURING THE LANDING ROLL, HE WAS JUST ABOUT STOPPED WHEN THE PLANE WAS HIT BY A GUST OF WIND FROM THE WEST. THE PLANE WAS FLIPPED ON ITS BACK AND CAME TO REST ABOUT 20 FT RIGHT OF THE ROAD. THE PILOT ESTIMATED THAT THE WIND WAS GUSTING TO 50 MPH AFTER LANDING. HE STATED THAT HE HAD RECEIVED A WEATHER BRIEFING FROM A CONTINUOUS RADIO BROADCAST.

Brief of Accident (Continued)

File No. - 806

5/18/82

HARTFORD, KY

A/C Reg. No. N130C

Time (Lcl) - 1245 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - INADVERTENT - 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) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 842      6/20/82      PEEWEE VALLEY, KY      A/C Reg. No. N96CB      Time (Lcl) - 2050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

		Aircraft Damage		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	NONE					
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	1	0	0
			Other	0	0	1	0

-----Aircraft Information-----

Make/Model	- CAMERON BALLONS O-77	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	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/010 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  
LOUISVILLE, KY  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

STUTZFIELD  
Runway Ident - 25  
Runway Lth/Wid - 2400/ 100  
Runway Surface - GRAVEL  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 40

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 797	Last 24 Hrs	- 1
Make/Model-	215	Last 30 Days-	UNK/NR
Instrument-	21	Last 90 Days-	20

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE TOOK OFF IN LIGHT TO MODERATE WIND CONDITIONS. DURING A 30 MINUTE FLIGHT, THE WIND VELOCITY INCREASED. THE PILOT SAID THAT HE BRIEFED HIS PASSENGER ON HOW TO POSITION HIMSELF TO AVOID INJURY IN THE EVENT OF A HARD LANDING. A SHALLOW APPROACH WAS MADE IN WINDS THAT WERE BLOWING AT 10 GUSTING 15 KNOTS. REPORTEDLY, THE PASSENGER WAS SEATED ON THE EDGE OF THE BASKET WITH ONE LEG OVER THE SIDE, AND DURING THE LANDING, HE SUFFERED A BROKEN LEG. ALSO, A GROUND CREWMAN SUFFERED A SHOULDER DISLOCATION WHEN THE BASKET REBOUNDED AND HE TRIED TO PROVIDE ASSISTANCE.

Brief of Accident (Continued)

File No. - 842

6/20/82

PEEWEE VALLEY, KY

A/C Reg. No. N96CB

Time (Lc1) - 2050 EDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER
6. RECOVERY FROM BOUNCED LANDING - INITIATED - GROUND PERSONNEL

-----  
----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. - 982      7/25/82      LOUISVILLE, KY      A/C Reg. No. N63379      Time (Lc1) - 1819 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 - 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-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- 040/002 KTS

Visibility - 3.0 SM

Cloud Conditions(1st) - 3500 FT SCATTERED

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 - TOUCH AND GO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BOWMAN FIELD

Runway Ident - 19

Runway Lth/Wid - 3677/ 100

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 143

Make/Model- 21

Instrument- 7

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF ON A LOCAL FLIGHT INTENDING TO MAKE A TOUCH AND GO LANDING. HE REPORTED THAT THE ENGINE OPERATED NORMALLY AT FULL POWER DURING TAKEOFF, BUT WHEN THE POWER WAS REDUCED ON DOWNWIND, THE ENGINE BEGAN TO RUN ROUGH, MISS AND WOULD NOT HOLD A CONSTANT REDUCED RPM. HE CONTINUED IN THE PATTERN, BUT WHEN HE TURNED TO FINAL APPROACH, THERE WAS A COMPLETE POWER LOSS AND THE PROPELLER STOPPED. HE CALLED THE TOWER, REPORTED THE LOSS OF POWER, AND ATTEMPTED TO RESTART THE ENGINE. SUBSEQUENTLY, THE AIRCRAFT STRUCK A UTILITY POLE AND WIRES AND THEN CAME TO REST IN A STREET. AN EXAMINATION REVEALED LOW COMPRESSION IN ONE CYLINDER, BUT THE ENGINE WAS STARTED AND RAN WITHIN ITS NORMAL PARAMETERS.



Brief of Accident (Continued)

File No. - 982

7/25/82

LOUISVILLE,KY

A/C Reg. No. N63379

Time (Lcl) - 1819 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    APPROACH

Finding(s)

1. ENGINE ASSEMBLY,OTHER - LOW COMPRESSION
  2. MISCELLANEOUS - UNDETERMINED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    APPROACH

-----  
Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. OBJECT - UTILITY POLE
  5. OBJECT - WIRE,TRANSMISSION
- 

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) 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. - 965      3/05/82      FARMERVILLE, LA      A/C Reg. No. N70541      Time (Lcl) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 182L  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 265 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data  
Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 240  
Visibility      - 7.0      SM  
Cloud Conditions(1st) - 3500 FT SCATTERED  
Cloud Conditions(2nd) - 5000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary  
Last Departure Point  
SAME AS ACC/INC  
Destination  
TYLER, TX  
ATC/Airspace  
Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 293      Last 24 Hrs      - 0  
Make/Model- 79      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 22  
Multi-Eng - UNK/NR      Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT REPORTED THAT HIS TAKEOFF AND CLIMB TO 2200 FT MSL WERE NORMAL. AFTER THE PLANE WAS IN CRUISE CONFIGURATION, HE HEARD AN ABNORMAL NOISE AND DECIDED TO RETURN TO THE AIRPORT. THE NOISE LEVEL INCREASED AND THE ENGINE BEGAN TO VIBRATE. THE PILOT OBSERVED A PIECE OF METAL PROTRUDING THROUGH THE COWLING. HE SHUT DOWN THE ENGINE, TURNED OFF THE MASTER SWITCH, AND SELECTED AN AREA FOR A FORCED LANDING. BEFORE LANDING, THE MASTER SWITCH WAS TURNED ON MOMENTARILY TO LOWER THE FLAPS. THE PLANE WAS SUBSTANTIALLY DAMAGED WHILE LANDING ON HILLY TERRAIN. AN INVESTIGATION REVEALED THAT THE NO. 2 CONNECTING ROD HAD BECOME DISCONNECTED FROM ITS CRANKPIN. THE BEARING HAD DISINTEGRATED, THE CRANKPIN HAD TURNED BLACK FROM THERMAL DAMAGE, AND THE ROD BOLTS HAD BROKEN. THE EXACT CAUSE OF THE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 965

3/05/82

FARMERVILLE, LA

A/C Reg. No. N70541

Time (Lc1) - 1245 CST

-----  
Occurrence #1       LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL  
-----

Occurrence #2       FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3       IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 974      5/02/82      PLAIN DEALING, LA      A/C Reg. No. N1960C      Time (Lcl) - 1427 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 0	1	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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- 010/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 2800 FT OVERCAST</p> <p>Cloud Conditions(2nd) - 8000 FT SCATTERED</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SPRINGHILL, LA</p> <p>Destination NEWPORT, LA</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED OVER A RIVER AT LOW ALTITUDE WHEN IT STRUCK A POWERLINE. THE PILOT WAS UNABLE TO RECALL ANYTHING ABOUT THE FLIGHT AFTER THE TAKEOFF. THE PASSENGER REPORTED THAT THEY HAD FLOWN TO SPRINGHILL TO OBTAIN 80 OCTANE FUEL, AND WHILE RETURNING, THE PILOT WAS SHOWING HIM SOME SIGHTS. THEY WERE FLYING DOWN THE RIVER WHEN THE PLANE STRUCK THE POWERLINES. THE AIRCRAFT CAME TO REST ON A SANDBAR. THE PASSENGER RELEASED HIS SEAT BELT AND CRAWLED OUT WITH AN INJURED BACK. HE SAW THE PILOT IN FRONT OF THE PLANE, AND PULLED THE PILOT AWAY FROM THE BURNING WRECKAGE.

Brief of Accident (Continued)

File No. - 974

5/02/82

PLAIN DEALING, LA

A/C Reg. No. N1960C

Time (Lc1) - 1427 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. BUZZING - INADVERTENT - PILOT IN COMMAND
  2. OBJECT - WIRE, TRANSMISSION
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 825      5/11/82      BEDFORD, MA      A/C Reg. No. N7457N      Time (Lc1) - 1905 EDT

-----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	0
Pass	0	0	0	4
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH E33  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3050  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-470  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - UNK/NR  
Visibility      - UNK/NR  
Cloud Conditions(1st)      - UNK/NR  
Cloud Conditions(2nd)      - UNK/NR  
Obstructions to Vision      - UNK/NR  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Approach Flown      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HENSON FIELD  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age      - 36  
Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total	- 380
Make/Model-	70
Instrument-	81
Multi-Eng	- 18
Last 24 Hrs	- 2
Last 30 Days-	UNK/NR
Last 90 Days-	6

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PILOT WAS UNABLE TO START THE AIRCRAFT WITH THE ELECTRIC STARTER WHEN THE BATTERY HAD INSUFFICIENT POWER TO CRANK THE ENGINE. THE PILOT STATED THAT HE SHUT OFF THE BATTERY AND ALTERNATOR SWITCHES, TURNED OFF THE MAGNETO SWITCH, AND REMOVED THE KEYS. HE STATED THAT HE THEN EXITED THE AIRCRAFT AND BEGAN PULLING THE ENGINE THROUGH TO COAT THE CYLINDER WALLS WITH OIL. SUBSEQUENTLY, THE ENGINE STARTED AND THE AIRCRAFT TRAVELED ACROSS THE RAMP AND STRUCK ANOTHER PLANE. AN INVESTIGATION REVEALED THAT THE KEYS COULD BE REMOVED WITH THE IGNITION SWITCH IN THE RIGHT MAG POSITION. A TEARDOWN OF THE SWITCH REVEALED THAT THE CONTACTS WERE BURNED AND THE LOCK CYLINDER CHAMBER WAS WORN. THERE WAS NO RECORD SHOWING COMPLIANCE WITH AD 76-07-12 FOR AN INSPECTION OF THE BENDIX IGNITION SWITCH, PN 10-357200-1.

Brief of Accident (Continued)

File No. - 825

5/11/82

BEDFORD,MA

A/C Reg. No. N7457N

Time (Lcl) - 1905 EDT

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
2. IGNITION SYSTEM,IGNITION SWITCH - WORN
3. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
6. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 999 6/11/82 DANVERS, MA

A/C Reg. No. N2983E

Time (Lcl) - 0120 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation -FERRY  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----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 - 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- 070/007 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point  
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

BEVERLY AIRPORT  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	673
Make/Model-	528
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PREVIOUS FLIGHT, THE AIRCRAFT HAD RUN OUT OF FUEL AND WAS SUCCESSFULLY LANDED IN AN OPEN FIELD. THIS OCCURRED WHILE THE FUEL GAUGE WAS INDICATING 1/4 FULL. THE PILOT SERVICED THE PLANE WITH 5 GALLONS OF NO-LEAD AUTO FUEL AND STRIPPED IT OF EXCESS WEIGHT. HE ATTEMPTED TO FLY OUT OF THE FIELD, BUT HAD INSUFFICIENT SPEED AT THE DECISION POINT AND ABORTED. HE THEN ELECTED TO TAKEOFF FROM A 500 FT SECTION OF AN ADJACENT HIGHWAY WITH TREES AT THE END OF THE AREA. THE TAKEOFF WAS BEGUN ON A BRIGHT MOONLIT LIGHT AND WITH ILLUMINATION FROM A STREET LIGHT. AFTER LIFT-OFF IN A NORTHEASTERLY DIRECTION, A SHARP LEFT TURN WAS MADE AT AN ALTITUDE OF 12 TO 25 FT AGL TO AVOID THE TREES. ALSO, THIS TURN WAS AWAY FROM POWER LINES ON THE RIGHT SIDE OF THE HIGHWAY. A WITNESS STATED THAT THE RIGHT WING HIT THE TREES. AT ABOUT THE SAME TIME OR SHORTLY THEREAFTER, THE LEFT WING CONTACTED THE GROUND AND THE PLANE CRASHED.



Brief of Accident (Continued)

File No. - 999

6/11/82

DANVERS,MA

A/C Reg. No. N2983E

Time (Lc1) - 0120 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - INCORRECT
2. SERVICE OF AIRCRAFT - INTENTIONAL - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. LIGHT CONDITION - NIGHT
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 990 7/03/82 MANSFIELD,MA

A/C Reg. No. N93358

Time (Lcl) - 1155 EDT

-----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 - ERCOUE 415-C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1260  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75-12  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

ELT Installed/Activated - UNK/NR  
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 - 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

Airport Proximity  
ON AIRPORT

Airport Data

MANSFIELD MUNICIPAL  
Runway Ident - 32  
Runway Lth/Wid - 35/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 37

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 - 66	Last 24 Hrs - UNK/NR
Make/Model- 66	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

WITNESSES REPORTED THAT THE AIRCRAFT BOUNCED DURING TOUCHDOWN AND BEGAN PORPOISING. AFTER BOUNCING 4 OR 5 TIMES, THE NOSE TIRE BLEW OUT. SUBSEQUENTLY, THE AIRCRAFT VEE ED OFF THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 990

7/03/82

MANSFIELD,MA

A/C Reg. No. N93358

Time (Lc1) - 1155 EDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2. LANDING GEAR,TIRE - OVERLOAD
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2           LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3           NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 915      3/14/82      CARRABASSETT, ME      A/C Reg. No. N3942Y      Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	2
Other	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - CESSNA 210  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - RADIO  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 315/015 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORRIDGEWOCK, ME

Destination

CARRABASSETT, ME

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

SUGARLOAF

Runway Ident - 35

Runway Lth/Wid - 2800 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 410

Make/Model- 80

Instrument- UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A STRAIGHT-IN APPROACH TO RUNWAY 35, THE AIRCRAFT TOUCHED DOWN SHORT OF THE THRESHOLD. IT DECELERATED RAPIDLY IN DEEP PACKED SNOW, SLID OVER A SNOW BANK, AND CAME TO REST ON THE PAVED RUNWAY. THE NOSEWHEEL COLLAPSED AND THE PILOT SUFFERED SERIOUS HEAD INJURIES. NO SHOULDER HARNESSSES WERE INSTALLED, BUT THEY WERE NOT REQUIRED ON THIS 1964 AIRCRAFT. THE PILOT BELIEVED HE ENCOUNTERED A WINDSHEAR ON FINAL APPROACH. HE ESTIMATED THAT THE WIND WAS FROM THE NORTHWEST AT 15 GUSTING 25 KNOTS. THE PASSENGER, A CURRENT FLIGHT INSTRUCTOR, STATED THAT THE STALL WARNING DEVICE SOUNDED TWO TIMES DURING THE APPROACH. THE PASSENGER BELIEVED THAT THE WIND GUSTS CAUSED THE WARNING DEVICE TO ACTIVATE.

Brief of Accident (Continued)

File No. - 915

3/14/82

CARRABASSETT, ME

A/C Reg. No. N3942Y

Time (Lc1) - 1300 EST

Occurrence #1      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

7. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - OTHER
8. TERRAIN CONDITION - SNOW COVERED
9. TERRAIN CONDITION - SNOWBANK

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) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 972      5/06/82      MILLINOCKET, ME      A/C Reg. No. N60166      Time (Lc1) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew      0  
Pass      0  
Other      0

-----Aircraft Information-----

Make/Model      - CESSNA U206  
Landing Gear      - FLOAT  
Max Gross Wt      - 3600  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-520  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 280 HP

ELT Installed/Activated - 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- CALM  
Visibility      - 50.0      SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SMITH POND, ME  
Destination  
MILLINOCKET, ME

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 - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	2560	Last 24 Hrs	-	1
Make/Model-	1		Last 30 Days-	UNK/NR	
Instrument-	51		Last 90 Days-	UNK/NR	
Multi-Eng	-	19			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE DEPARTING SMITH POND, MAINE, THE PILOT CHECKED THE FUEL AND ESTIMATED HE HAD BETWEEN 30 AND 40 GALLONS ON BOARD. HE FLEW TO WATERVILLE, THEN TO KATACHDINE LAKE, AND WAS ON THE NEXT LEG OF THE FLIGHT WHEN THE ENGINE LOST POWER. HE SWITCHED TANKS AND THE ENGINE STARTED FOR A FEW SECONDS, THEN LOST POWER AGAIN. THIS OCCURRED OVER LEVEL TERRAIN COVERED WITH TREES, BUT WITH NO CLEARING. THE FLOAT PLANE WAS BADLY DAMAGED DURING A FORCED LANDING IN THE WOODED AREA. THE PILOT STATED THAT THIS WAS A NEWLY PURCHASED AIRCRAFT AND THE FUEL GAUGES READ FULL AT THE TIME OF THE ACCIDENT. THE PILOT SUSPECTED A PROBLEM WITH THE FUEL TANK VENTS. HOWEVER, AN INSPECTION REVEALED THEY WERE CLEAN AND HAD NO SIGNS OF BLOCKAGE. THE AIRCRAFT HAD TRAVELED ABOUT 216 MILES AFTER DEPARTING SMITH POND. THE ESTIMATED CRUISE SPEED WITH FLOATS WAS ABOUT 110 MPH. THE PILOT REPORTED THAT THE FUEL FLOW METER WAS INDICATING ABOUT 15 GAL/HR IN FLIGHT. THE ENGINE RAN SATISFACTORILY DURING AN OPERATIONAL CHECK ON 5/27/82.

Brief of Accident (Continued)

File No. - 972

5/06/82

MILLINOCKET, ME

A/C Reg. No. N60166

Time (Lcl) - 1600 EST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - ERRATIC
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  5. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 905      4/11/82      ST GENEVIEVE, MO      A/C Reg. No. N87623      Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During - LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-4	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 3	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKSON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST CLAIRE, MO	
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	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 - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 6500
SE LAND	Months Since - 24	Make/Model- 540
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 100
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - 540

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT ABOUT 40 MINUTES AFTER TAKEOFF, THERE WAS A DROP IN OIL PRESSURE FOLLOWED ALMOST IMMEDIATELY BY AN ENGINE FAILURE. THE ENGINE FAILURE OCCURRED OVER A WOODED AREA. THE PILOT ATTEMPTED AN EMERGENCY LANDING IN A SMALL CLEARING, BUT THE HELICOPTER STRUCK TREES SHORT OF THE OPENING. AN INVESTIGATION REVEALED THAT THE NO. 5 CONNECTING ROD HAD FAILED AT THE CRANKSHAFT END. IT WAS NOTED THAT A ROD CAP BOLT HAD BROKEN, THE CAP HAD STRAIGHTENED OUT, AND THE ROD HAD SEPARATED FROM THE CRANKSHAFT. A LARGE HOLE WAS FOUND IN THE CRANKCASE AND THE OIL TANK WAS EMPTY. HOWEVER, OIL WAS NOTED INSIDE THE ENGINE AND ON ALL BEARINGS AND JOURNALS EXCEPT THE NO. 5 CONNECTING ROD. ALSO, ALL MAIN BEARINGS AND ALL ROD BEARINGS AND JOURNALS, EXCEPT NO. 5, WERE NORMAL.



Brief of Accident (Continued)

File No. - 905

4/11/82

ST GENEVIEVE,MO

A/C Reg. No. N87623

Time (Lcl) - 1515 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation APPROACH

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 936      4/19/82      STE. GENEVIEVE, MO      A/C Reg. No. N1929Q      Time (Lc1) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Fire  
NONE  
Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model      - CESSNA 177RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A1B6D  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Cloud Conditions(1st) -      800 FT BROKEN  
Cloud Conditions(2nd) -      UNK/NR  
Obstructions to Vision-      FOG  
Precipitation      - DRIZZLE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
KANSAS CITY, MO  
Destination  
FARMINGTON, MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 198  
Make/Model-      146  
Instrument-      1  
Last 24 Hrs - 0  
Last 30 Days- 11  
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE DAY OF THE ACCIDENT, THE PILOT RECEIVED 7 WEATHER BRIEFINGS WHICH DESCRIBED MARGINAL VFR CONDITIONS FOR HIS ROUTE OF FLIGHT. AT ABOUT 1730 CST, HE DEPARTED KANSAS CITY ON A VFR FLIGHT PLAN TO FARMINGTON, MO. DURING THE FLIGHT, HE ENCOUNTERED ADVERSE WEATHER. AT 1911 CST, THE PILOT TRANSMITTED THAT HE WAS OVER THE FARMINGTON REGIONAL AIRPORT AT 2800 FT IN CLOUDS. TWO MINUTES LATER, HE SAID HE REGAINED CONTACT WITH THE GROUND AND REQUESTED CONDITIONS AT FARMINGTON. FARMINGTON DID NOT REPORT THE WEATHER, BUT HE WAS PROVIDED WEATHER INFORMATION AT OTHER LOCATIONS. THE PILOT ELECTED TO PROCEED TO ST LOUIS, MO. RADIO CONTACT WAS LOST WHILE ATTEMPTS WERE MADE TO PROVIDE ASSISTANCE. A WITNESS HEARD THE PLANE CIRCLING HIS HOUSE. HE WENT OUTSIDE AND SAW THE PLANE BEFORE IT DISAPPEARED MOMENTARILY AND THEN CAME OUT OF THE CLOUDS IN A DESCENT. THE PLANE CRASHED ON DOWNWARD SLOPING, WOODED TERRAIN. A WITNESS SAID THE VISIBILITY WAS POOR AND IT WAS MISTING.

Brief of Accident (Continued)

File No. - 936

4/19/82

STE. GENEVIEVE, MO

A/C Reg. No. N1929Q

Time (Lcl) - 1930 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
8. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - DITCH

----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. - 886      6/13/82      ST LOUIS, MO      A/C Reg. No. N704MC      Time (Lcl) - 1245 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Injuries	Minor	None
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 150	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ST. LOUIS, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CREVE COEUR
Wind Dir/Speed- 045/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3236/ 185
Cloud Conditions(1st) - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1075
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 460
		Last 30 Days- UNK/NR
		Instrument- 104
		Last 90 Days- 88
		Multi-Eng - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLIGHT TO PRACTICE TOUCH AND GO LANDINGS, THE AIRCREW ELECTED TO PROCEED TO THE CREVE COEUR AIRPORT, WHERE THERE WAS LESS TRAFFIC. THE INSTRUCTOR PILOT HAD RECENTLY MOVED TO THE ST LOUIS AREA. NEITHER HE NOR HIS STUDENT HAD LANDED AT THE CREVE COEUR AIRPORT BEFORE THIS FLIGHT. AFTER LANDING ON RUNWAY 34 WITH A CROSSWIND, THEY ELECTED TO ENTER A TRAFFIC PATTERN FOR RUNWAY 07. ON FINAL APPROACH, NEITHER THE INSTRUCTOR NOR THE STUDENT REALIZED THAT THE AIRCRAFT WAS ALIGNED TO A WHEAT FIELD ADJACENT TO THE RUNWAY. THE PLANE WAS LANDED IN A SOFT, WET FIELD WITH KNEE HIGH WHEAT AND NOSED OVER. THE INSTRUCTOR REPORTED THAT THE RUNWAY OUT LINE WAS DIFFICULT TO DISCERN. HOWEVER, AN FAA REPRESENTATIVE EXAMINED THE RUNWAY AND CONSIDER THE PAINTED TIRES ALONG THE RUNWAY SIDES AND THE REFLECTORIZED CYLINDERS AT THE ENDS AS ADEQUATE MARKINGS.

Brief of Accident (Continued)

File No. - 886

6/13/82

ST LOUIS,MO

A/C Reg. No. N704MC

Time (Lc1) - 1245 CDT

---

Occurrence NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT OBTAINED - DUAL STUDENT
  2. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - DUAL STUDENT
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND(CFI)
  5. TERRAIN CONDITION - HIGH VEGETATION
  6. TERRAIN CONDITION - WET
  7. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 935 4/27/82 MAGEE,MS

A/C Reg. No. N8469E

Time (Lcl) - 0650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	0	0	0
0	0	0	0

Type of Operation -DEMONSTRATION

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

1

0

0

0

Accident Occurred During -MANEUVERING

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - BELL/SOLOY 47G-3B

Eng Make/Model - ALLISON 20B

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2860

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats - 3

Rated Power - 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- CALM

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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 - 40

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 6000

Last 24 Hrs - 4

Months Since - 14

Make/Model- 800

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 10

Last 90 Days- 45

Rotorcraft - 5180

Instrument Rating(s) - NONE

-----Narrative-----

THE BELL 47G-3B WITH A SOLOY CONVERSION WAS BEING USED TO DEMONSTRATE AN AERIAL APPLICATION SPRAYING TECHNIQUE FOR USE ALONG POWERLINE RIGHT-OF-WAYS. FOR ABOUT 15 TO 20 MINUTES AFTER TAKEOFF, ROUTINE SPRAY RUNS WERE MADE OVER SEVERAL DIFFERENT POWERLINES WHILE USING WATER AS A SPRAY. JUST PRIOR TO THE ACCIDENT, A SPRAY RUN WAS MADE FROM WEST TO EAST WITH A PULL-UP AND TURN-AROUND OVER POWERLINES ALONG THE EAST SIDE OF THE AREA. THE PILOT STATED THAT FOLLOWING THE TURN-AROUND, BOTH THE CYCLIC AND COLLECTIVE FAILED TO RESPOND AND THE HELICOPTER BEGAN TO VIBRATE. HE STATED THE ENGINE WAS PERFORMING SATISFACTORILY AND THE ROTOR RPM WAS NORMAL. WITNESSES STATED THE HELICOPTER REMAINED IN A NOSE DOWN ATTITUDE UNTIL IMPACT. AFTER THE OCCUPANTS WERE REMOVED, THE HELICOPTER BEGAN BURNING. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE. DUE TO THE EXTENT OF THE FIRE DAMAGE, NO USEFUL INFORMATION WAS FOUND REGARDING THE FLIGHT CONTROL, HYDRAULIC, OR OTHER SYSTEMS IN THE BODY FRAME AREA.

Brief of Accident (Continued)

File No. - 935

4/27/82

MAGEE,MS

A/C Reg. No. N8469E

Time (Lcl) - 0650 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. ROTORCRAFT FLIGHT CONTROL SYSTEM - UNDETERMINED  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 860      5/11/82      IUKA,MS

A/C Reg. No. N444ME

Time (Lcl) - 1706 CDT

-----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      -MANEUVERING

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-32R-300  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 7

Eng Make/Model      - LYCOMING TIO-540  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 080/006 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  
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

IUKA  
Runway Ident      - 18  
Runway Lth/Wid      - 3200 -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      - UNK/NR  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 763	Last 24 Hrs	- 3
Make/Model-	240	Last 30 Days-	UNK/NR
Instrument-	35	Last 90 Days-	113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED DURING A PASS ACROSS THE AIRPORT. A WITNESS WAS PARKED, FACING EAST, IN THE RUNUP AREA FOR RUNWAY 18. ACCORDING TO HIM, THE THE AIRCRAFT TOOK OFF ABOUT 6 MINUTES EARLIER, MADE A TRAFFIC PATTERN, AND CRASHED BEHIND AND TO HIS RIGHT. THE AIRCRAFT CRASHED ON A SOUTHERLY HEADING AND TRAVELED ABOUT 300 FT AFTER IMPACT. THE LEFT WING TIP LENS WAS FOUND AT THE INITIAL IMPACT POINT. THE INITIAL IMPACT MARK WAS VERY NARROW. IT GRADUALLY WIDENED FROM 4 INCHES TO 18 INCHES OVER THE FIRST 40 FT WHERE THE NOSE OF THE PLANE HIT A 4 FT BANK.



Brief of Accident (Continued)

File No. - 860

5/11/82

IUKA,MS

A/C Reg. No. N444ME

Time (Lc1) - 1706 CDT

---

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND

2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 851 6/02/82 WINONA, MS

A/C Reg. No. N52562

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	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-470  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 265 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/006 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

WINONA MONT CTY AIRPORT

Runway Ident - 03

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 77

Biennial Flight Review

Current - NO

Months Since - 52

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1493

Make/Model- 983

Instrument- UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER A TAKEOFF RUN, THE CONTROLS LOCKED AND HE COULD NOT PULL THE AIRCRAFT OFF OF THE RUNWAY. SUBSEQUENTLY, THE PLANE COLLIDED WITH A DIRT BANK BEYOND THE END OF THE RUNWAY, BECAME INVERTED, AND SLID BACKWARDS. AN INSPECTION OF THE AIRCRAFT FLIGHT CONTROLS REVEALED PROPER CONTINUITY. TWO FLIGHT CONTROL LOCKS WERE FOUND IN THE AIRCRAFT. ONE WAS FOR A CESSNA 182 AND THE OTHER WAS FOR A CESSNA 172. THE CESSNA 182 CONTROL LOCK WAS FOUND IN THE SIDE POCKET NEAR THE LEFT SEAT. THE CESSNA 172 CONTROL LOCK WAS FOUND ON THE WINDSHIELD BELOW THE PILOT'S CONTROL COLUMN. IT WAS NOTED THAT WHEN THE CESSNA 172 CONTROL LOCK WAS INSTALLED IN THIS AIRCRAFT, IT WOULD NOT COVER THE IGNITION AND MASTER SWITCHES. THE CONTROL COLUMN LOCKING HOLE IN THIS AIRCRAFT WAS ORIENTED IN A HORIZONTAL POSITION, WHEREAS, LOCKING HOLES IN CESSNA 172 AIRCRAFT ARE INSTALLED VERTICALLY.

Brief of Accident (Continued)

File No. - 851

6/02/82

WINONA, MS

A/C Reg. No. N52562

Time (Lc1) - 1830 CDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. FLIGHT CONTROL SYSTEM - LOCKED
2. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 909 6/03/82 BOYLE,MS

A/C Reg. No. N731MM

Time (Lcl) - 1225 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0
0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Fire  
NONE

Crew  
Pass  
Other

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA A188B

Eng Make/Model - CONTINENTAL IO-520

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 3300

Engine Type - RECIP - FUEL INJECTED

Weather Radar - UNK/NR

No. of Seats - 1

Rated Power - 280 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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 - 32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 3086

Last 24 Hrs - 5

SE LAND

Months Since - 14

Make/Model- 687

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 154

Last 90 Days- 254

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD BEGUN A SWATH RUN WITH A FRESH LOAD OF FERTILIZER WHEN THE AIRCRAFT STRUCK A WIRE. HE STATED THAT THIS WAS THE TOP WIRE OF AN EXTREMELY HIGH SET. THE WIRES RAN DIAGONALLY ACROSS THE SOUTHEAST CORNER OF THE RICE FIELD THAT HE WAS FERTILIZING.

Brief of Accident (Continued)

File No. - 909

6/03/82

BOYLE,MS

A/C Reg. No. N731MM

Time (Lc1) - 1225 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. OBJECT - WIRE,TRANSMISSION
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - 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) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 877      6/08/82      OXFORD, MS      A/C Reg. No. N2368D      Time (Lcl) - 1347 CDT

-----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
					None
					1
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DECATUR, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OXFORD, MS	
Wind Dir/Speed- 270/010 KTS	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 - VFR FLT FOLLOWING	Runway Surface - UNK/NR
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 331
SE LAND	Months Since - 13	Last 24 Hrs - 4
	Aircraft Type - PA-38	Make/Model- 73
		Last 30 Days- UNK/NR
		Instrument- 22
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD MADE TWO STOPS WITHOUT REFUELING BEFORE HE TOOK OFF ON THIS LEG OF HIS FLIGHT. HE ESTIMATED THAT 12 GALLONS OF FUEL WAS REMAINING WHEN HE DEPARTED DECATUR, AL. WHILE EN ROUTE, HE EXHAUSTED ALL OF THE FUEL IN THE RIGHT FUEL TANK AND SWITCHED TO THE LEFT TANK. AS HE APPROACHED THE DESTINATION, HE NOTED AN INDICATION OF LESS THAN TWO GALLONS IN THE LEFT TANK. THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING IN A GRASS FIELD WHILE HE STILL HAD ENGINE POWER, RATHER THAN RISK TOTAL FUEL EXHAUSTION WHILE CONTINUING. HE REPORTED THAT HE WAS FAST AND OVERSHOT HIS FIRST INTENDED LANDING FIELD. HE ADDED POWER, BUT HIT A FENCE AT THE END OF THE FIELD. THE AIRCRAFT CROSSED A ROAD, HIT A SECOND FENCE, AND FINALLY CAME TO REST IN A SHALLOW CREEK. ACCORDING TO THE HOBBS METER READINGS, THE PLANE HAD FLOWN 4.6 HOURS, ABOUT THE MAXIMUM ENDURANCE EXPECTED FOR HIS CRUISE ALTITUDES AND POWER SETTINGS.

Brief of Accident (Continued)

File No. - 877

6/08/82

OXFORD,MS

A/C Reg. No. N2368D

Time (Lc1) - 1347 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. OBJECT - FENCE

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 998      4/16/82      GARDINER,MT      A/C Reg. No. N3371P      Time (Lcl) - 1715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
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-320-B1A  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility      - 50.0 SM  
Cloud Conditions(1st) - 12000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BILLINGS,MT  
Destination  
GARDINER,MT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

GARDINER  
Runway Ident      - 10  
Runway Lth/Wid      - 3500/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3060  
Make/Model- 400  
Instrument- 50  
Multi-Eng - 400  
Last 24 Hrs - 2  
Last 30 Days- 0  
Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT OBSERVED THAT AN AIRCRAFT WAS STUCK IN THE MUD ON RUNWAY 28. AFTER A SHORT RADIO DISCUSSION WITH THE PILOT OF THE IMMOBILIZED AIRCRAFT, A DECISION WAS MADE TO LAND ON THE OPPOSITE RUNWAY. THE PILOT REPORTED THAT JUST PRIOR TO TOUCHDOWN, THE AIRSPEED WAS SLOWER THAN NORMAL, AND THAT THE TOUCHDOWN WAS HARDER THAN NORMAL. HE STATED THAT AS THE LANDING ROLL BEGAN, THE LEFT GEAR SANK IN THE MUD AND COLLAPSED. THERE WAS DAMAGE TO THE LEFT FLAP, BOTH PROPELLERS, RIGHT WING SPAR, AND RIGHT NACELLE. THE AIRPORT ELEVATION WAS 5286 FT. THERE WAS NO RECORD OF A NOTAM CONCERNING THE RUNWAY CONDITION.



Brief of Accident (Continued)

File No. - 998

4/16/82

GARDINER,MT

A/C Reg. No. N3371P

Time (Lc1) - 1715 MST

---

Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. WEATHER CONDITION - TAILWIND
  3. TERRAIN CONDITION - WET
  4. TERRAIN CONDITION - SOFT
  5.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  6. FLARE - IMPROPER - PILOT IN COMMAND
  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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 821      4/22/82      SAVAGE, MT      A/C Reg. No. N55WP      Time (Lcl) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
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 - 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- 220/015 KTS  
Visibility - 25.0 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  
SIDNEY, MT  
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 - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND, SE SEA

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1556  
Make/Model- 261  
Instrument- 75  
Multi-Eng - 57  
Last 24 Hrs - 1  
Last 30 Days- 15  
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT AFTER TAKEOFF, HE REMAINED AT ABOUT 100 FT AGL AND PROCEEDED TOWARD SAVAGE, MT. HE SAID HE INTENDED TO FLY OVER HIS PARTNER'S FARM NEAR SAVAGE. NEARLY 20 MINUTES AFTER TAKEOFF, A LOSS OF ENGINE RPM WAS NOTED AS THE PILOT APPROACHED HIS PARTNER'S FARM. HE APPLIED CARBURETOR HEAT AND MADE A FULL-FLAP LANDING TO THE SOUTH ON AN ELEVATED ROADWAY BESIDE AN IRRIGATION DITCH. DURING TOUCHDOWN, HE NOTICED THE ENGINE POWER WAS RETURNING; HOWEVER, HE CONTINUED THE LANDING. THE PILOT REPORTED THAT AFTER HE HAD SLOWED, A GUST OF WIND LIFTED THE RIGHT WING AND THE AIRCRAFT OVERTURNED. HE ESTIMATED THAT THE WIND WAS GUSTING TO 20 KNOTS. THE TEMPERATURE WAS ABOUT 78 DEGREES, BUT THE DEW POINT WAS NOT DETERMINED. THE PILOT SUSPECTED CARBURETOR ICE, BUT THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 821

4/22/82

SAVAGE, MT

A/C Reg. No. N55WP

Time (Lc1) - 1530 MST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. MISCELLANEOUS - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 830      5/13/82      CUT BANK, MT      A/C Reg. No. N9957N      Time (Lcl) - 1800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE/010 KTS  
Visibility - 80.0 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  
CUTBANK, MT  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE AIRSTRIP  
Runway Ident - 27  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 5414	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING LANDING, THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY EVEN THOUGH HE USED LEFT RUDDER. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT ENCOUNTERED A SHALLOW DITCH AND WENT OVER ON ITS BACK. THE PILOT REPORTED THAT THE WINDS WERE VARIABLE AT 10 KTS.

Brief of Accident (Continued)

File No. - 830

5/13/82

CUT BANK, MT

A/C Reg. No. N9957N

Time (Lc1) - 1800 MDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 967      5/31/82      GLENDIVE, MT      A/C Reg. No. N4589Y      Time (Lcl) - 2030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 1	Rated Power - 250 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</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-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 14</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1990</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 60</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 130</td> <td>Last 90 Days- 74</td> </tr> <tr> <td>Multi-Eng - 596</td> <td></td> </tr> </table>	Total - 1990	Last 24 Hrs - 4	Make/Model- 60	Last 30 Days- UNK/NR	Instrument- 130	Last 90 Days- 74	Multi-Eng - 596	
Total - 1990	Last 24 Hrs - 4									
Make/Model- 60	Last 30 Days- UNK/NR									
Instrument- 130	Last 90 Days- 74									
Multi-Eng - 596										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD JUST LOADED THE SPRAYER AND HAD MADE ONE PASS DOWNHILL. AT THE END OF THE FIELD, HE STARTED A LEFT TURN TO MAKE AN UPHILL PASS. THE PILOT STATED THAT HE GOT INTO BAD AIR OR DOWN SLOPE AIR AND STARTED TO DUMP THE CHEMICAL BUT IT DID NOT HELP. THE AIRCRAFT STRUCK THE GROUND, AND AFTER CRASHING, IT BEGAN TO BURN. THE ACCIDENT OCCURRED AT DUSK. THE PILOT SUFFERED A BROKEN ANKLE AND FACIAL LACERATIONS. HE REPORTED THAT HE STAYED AT THE CRASH SITE UNTIL THE NEXT MORNING AND THEN GOT TO A HOSPITAL. THE DENSITY ALTITUDE WAS ABOUT 3200 FT.

Brief of Accident (Continued)

File No. - 967

5/31/82

GLENDIVE,MT

A/C Reg. No. N4589Y

Time (Lcl) - 2030 MDT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  4. LOAD JETTISON - INITIATED - PILOT IN COMMAND
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 932      6/02/82      RUYARD,MT      A/C Reg. No. N4403S      Time (Lc1) - 0630 MDT

-----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 -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7000
SE LAND	Months Since - 9	Make/Model- 1100
	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) - NONE

-----Narrative-----

THE AIRCRAFT WAS REFUELED PRIOR TO TAKEOFF. THE PILOT REPORTED THAT THE TAKEOFF WAS NORMAL UNTIL ABOUT 75 FT OFF THE RUNWAY WHEN THE ENGINE QUIT. DURING A FORCED LANDING, THE PLANE TOUCHED DOWN IN A 3-POINT ATTITUDE, BOUNCED, AND THEN HIT THE GROUND IN A NOSE DOWN ATTITUDE AND WENT OVER ON ITS BACK. THE PILOT ATTRIBUTED THE ENGINE STOPPAGE TO WATER IN THE FUEL SUPPLY. HE STATED THAT HE HAD BEEN EXPERIENCING PROBLEMS WITH WATER IN HIS FUEL STORAGE FACILITY DUE TO HEAVY RAINS.



Brief of Accident (Continued)

File No. - 932      6/02/82      RUYARD,MT

A/C Reg. No. N4403S

Time (Lc1) - 0630 MDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3      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. - 922      5/16/82      WORTHVILLE, NC      A/C Reg. No. N5884R      Time (Lcl) - 1925 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	1	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172G	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOLLY RIDGE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WORTHVILLE, NC	
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 5000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED A LEFT DOWNWIND FOR RUNWAY 11 AND PROCEEDED TO MAKE A LOW PASS OVER THE STRIP TO CHASE OFF COWS. AT APPROXIMATELY MIDFIELD, HE INITIATED A CLIMB AND ACCORDING TO THE PASSENGER, WHEN POWER WAS APPLIED, THE ENGINE DID NOT RESPOND PROPERLY. A WITNESS REPORTED THAT HE OBSERVED THE AIRCRAFT BEGIN A CLIMBING RIGHT TURN, AND AT THAT TIME, THE ENGINE SOUNDED AS IF IT WERE SPUTTERING, THEN QUIT. THIS WITNESS SAID THE AIRCRAFT MADE A DESCENDING LEFT TURN AND HIT THE GROUND, HE BELIEVED THE PILOT WAS AVOIDING A WOODED AREA. ANOTHER WITNESS STATED THAT THE PLANE PITCHED DOWN ABRUPTLY. THE PILOT RECEIVED A HEAD INJURY AND DID NOT REMEMBER DETAILS OF THE ACCIDENT, BUT BELIEVED THE CARBURETOR HEAT WAS ON AND FULL FLAPS WERE EXTENDED. A CHECK REVEALED THE CARBURETOR HEAT WAS OFF AND THE FLAPS WERE RETRACTED. NO PRECRASH ENGINE FAILURES WERE FOUND. THE TEMPERATURE AND DEW POINT WERE 68 AND 61 DEGREES. THE LAST ANNUAL INSPECTION WAS ON 12/6/79. NO METAL-TO-METAL LATCHES ON SEAT BELTS.

Brief of Accident (Continued)

File No. - 922

5/16/82

WORTHVILLE, NC

A/C Reg. No. N5884R

Time (Lc1) - 1925 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. ANNUAL INSPECTION - DELAYED - COMPANY/OPERATOR MGMT
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. MISCELLANEOUS - UNDETERMINED

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 954      5/19/82      HAVELOCK, NC      A/C Reg. No. N6690V      Time (Lcl) - 0948 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 - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	BEAUFORT, NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KINSTON, NC	CHERRY POINT MCAS
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8400/ 200
Cloud Conditions(1st) - 2000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1800
SE LAND	Months Since - 10	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 600
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT EIGHT MINUTES AFTER TAKEOFF, THE PILOT DECLARED AN EMERGENCY AND REPORTED AN ENGINE FAILURE. HE DIVERTED, BUT WAS UNABLE TO REACH THE AIRPORT. A GEAR-UP LANDING WAS MADE ABOUT ONE MILE SHORT OF THE RUNWAY. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE VACUUM PUMP WAS NOT INSTALLED ON THE ENGINE AND THERE WAS NO COVER PLATE OVER THE OPENING. OIL WAS OBSERVED ALONG THE RIGHT SIDE OF THE FUSELAGE. THE PILOT STATED THAT A MECHANIC, WHO HAD REMOVED THE VACUUM PUMP, HAD ADVISED THAT THERE WOULD BE NO PROBLEMS WITH FLYING THE AIRCRAFT WITHOUT THE PUMP. A TEARDOWN EXAMINATION REVEALED THAT THE NO. 4 CONNECTING ROD HAD FAILED. THE NO. 2 AND 3 CONNECTING ROD BEARINGS WERE BURNT OUT. THE NO. 5 AND 6 ROD BEARINGS WERE BADLY SCORED. THE ENGINE OIL PUMP WAS INTACT AND CONTAINED RESIDUAL OIL; THE PUMP GEARS APPEARED NORMAL. ABOUT 1 1/2 QUARTS OF OIL WAS FOUND IN THE ENGINE BEFORE DISASSEMBLY.

Brief of Accident (Continued)

File No. - 954

5/19/82

HAVELOCK, NC

A/C Reg. No. N6690V

Time (Lcl) - 0948 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. VACUUM SYSTEM - OTHER
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID, OIL - LEAK
4. FLUID, OIL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 854      5/21/82      NORTHWOOD,ND      A/C Reg. No. N65501      Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -OTHER  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -MANEUVERING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - BOEING A75N1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2717  
No. of Seats      - 2

Eng Make/Model      - JACOBS L4-R755-7  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 245 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - UNK/NR  
Weather Radar      - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      090/005 KTS  
Visibility      - 20.0 SM  
Cloud Conditions(1st)      - UNK/NR  
Cloud Conditions(2nd)      - UNK/NR  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
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

VINCE AIRPORT  
Runway Ident      - 08  
Runway Lth/Wid      - 2300 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1800  
Make/Model-      1  
Instrument-      50  
Last 24 Hrs      - 1  
Last 30 Days-      UNK/NR  
Last 90 Days-      3

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT WAS ON A FLIGHT TO PRACTICE AERIAL APPLICATION. THIS WAS HIS FIRST FLIGHT IN THIS MAKE AND MODEL OF AIRCRAFT. WHILE MAKING A PRACTICE RUN OVER AN OPEN FIELD WITH WATER IN THE CHEMICAL TANKS, THE LEFT MAIN GEAR CONTACTED THE GROUND DAMAGING THE STRUT. THE PILOT RETURNED TO THE AIRPORT, BUT DURING THE LANDING, THE LEFT MAIN GEAR COLLAPSED. SUBSEQUENTLY, THE AIRCRAFT GROUND LOOPED, THEN FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 854

5/21/82

NORTHWOOD,ND

A/C Reg. No. N65501

Time (Lc1) - 1100 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
- 

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

-----

Occurrence #3            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #4            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 832      5/26/82      GRAND FORKS, ND      A/C Reg. No. N5329B      Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-LANDING			Other	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/008 KTS</p> <p>Visibility - 20.0 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 - TOWER</p> <p>Type Approach Flown - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GRAND FORKS</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 4200/ 100</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 style="padding-left: 20px;">STUDENT</p>	<p>Age - 21</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 19</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>19</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>19</td> </tr> </table>	Total	- 19	Last 24 Hrs	- 2	Make/Model-	19	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	19
Total	- 19	Last 24 Hrs	- 2											
Make/Model-	19	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	19											

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE STUDENT PILOT BOUNCED AND THEN TOUCHED DOWN HARD. THE NOSE GEAR FAILED AND THE FIREWALL AND PROPELLER WERE DAMAGED. THE FIXED BASE OPERATOR REPORTED LIGHT TURBULENCE.



Brief of Accident (Continued)

File No. - 832

5/26/82

GRAND FORKS,ND

A/C Reg. No. N5329B

Time (Lc1) - 1300 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
  2.    LEVEL OFF - IMPROPER - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 819      6/07/82      DEVILS LAKE,ND      A/C Reg. No. N2087J      Time (Lcl) - 2100 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	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 - CESSNA 188	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 11790
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2800
		Last 30 Days- UNK/NR
		Instrument- 292
		Last 90 Days- UNK/NR
		Multi-Eng - 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED A SWATH RUN AT DUSK BY CROSSING UNDER A SET OF WIRES. AS HE CROSSED UNDER THE WIRES, ONE OF HIS MAIN GEAR STRUCK THE TOP OF A ROCK PILE. THE PILOT THOUGHT THAT BOTH OF THE MAIN GEAR HAD FAILED, AND HE ELECTED TO MAKE A BELLY LANDING IN A SLOUGH. DURING THE LANDING, THE AIRCRAFT TOUCHED DOWN ON THE REMAINING GEAR AND WENT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 819

6/07/82

DEVILS LAKE,ND

A/C Reg. No. N2087J

Time (Lc1) - 2100 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - DUSK
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
5. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 891      6/01/82      RED CLOUD, NE      A/C Reg. No. N5253      Time (Lcl) - 1215 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      -MANEUVERING

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      - 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 - 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) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RED CLOUD MUNI  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - G-164A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 5278	Last 24 Hrs	- 6
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	50	Last 90 Days-	150
Multi-Eng	- 320		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STRUCK THE TOP WIRE OF AN ELECTRICAL TRANSMISSION LINE AND CRASHED. THE PILOT REPORTED THAT HE MISJUDGED THE "WIRE DISTANCE" AS HE LET DOWN OVER A POND TO BEGIN A SWATH RUN. THE POND WAS AT THE EDGE OF THE FIELD THAT HE WAS SEEDING. THE PILOT ALSO SAID THAT THE TOP WING OF THE AIRCRAFT MAY HAVE BLOCKED HIS VIEW OF THE WIRES.

Brief of Accident (Continued)

File No. - 891

6/01/82

RED CLOUD,NE

A/C Reg. No. N5253

Time (Lcl) - 1215 CDT

---

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. OBJECT - WIRE, TRANSMISSION
  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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 873      6/05/82      KIMBALL, NE      A/C Reg. No. N6997Z      Time (Lcl) - 1000 MDT

-----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	1	0
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 - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	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 - 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	KIMBALL MUNICIPAL
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 452
SE LAND	Months Since - 15	Last 24 Hrs - 8
	Aircraft Type - PA-28	Make/Model- 30
		Instrument- 0
		Last 30 Days- 20
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS LOADED WITH 100 GALLONS OF 2-4-D AND 40 GALLONS OF FUEL. DURING THE PREFLIGHT RUN-UP CHECK, THE PILOT NOTED A MAG DROP OF 225 RPM. HE STATED THAT LEANING THE FUEL MIXTURE CLEARED THE EXCESSIVE DECREASE IN RPM, AND HE OBSERVED 2500 RPM ON THE ENGINE TACHOMETER DURING THE TAKEOFF ROLL. THE PILOT SAID THE AIRCRAFT DID NOT SEEM TO WANT TO GAIN SPEED LIKE IT SHOULD, AND HE ROLLED ABOUT 2700 FT BEFORE LIFT-OFF. HE REPORTED THAT AFTER LIFT-OFF, THE AIRCRAFT DID NOT GAIN SPEED AS HE CLIMBED TO ABOUT 75 FT AGL, AND THE ENGINE POPPED AND SPUTTERED AS THE PLANE SETTLED. DURING A LANDING IN A SOFT FIELD, THE AIRCRAFT NOSED OVER AND THE PILOT WAS SOAKED WITH THE 2-4-D CHEMICAL. THE PILOT REPORTED THAT HE WOULD HAVE DUMPED HIS LOAD IF HE HAD A LITTLE MORE TIME. AN EXAMINATION AND OPERATIONAL CHECK OF THE ENGINE REVEALED NO PRECRASH MALFUNCTION OF FAILURE. THE TAKEOFF PERFORMANCE DATA SHOWED THAT THE ACFT SHOULD HAVE BEEN ABLE TO CLEAR A 50 FT OBSTACLE IN 1350 FT. THE DENSITY ALTITUDE WAS ABOUT 6500 FT MSL.

Brief of Accident (Continued)

File No. - 873

6/05/82

KIMBALL,NE

A/C Reg. No. N6997Z

Time (Lcl) - 1000 MDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. MISCELLANEOUS - UNDETERMINED
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
  4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
  5. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 853      6/16/82      10 SW FALLS CITY, NE      A/C Reg. No. N49974      Time (Lcl) - 1306 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL MAPPING/PHOTOGRAPHY	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - 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	OFF AIRPORT/STRIP
Method - N/A	OLATHE, KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FALLS CITY, NE	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 15000 FT SCATTERED	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1318
SE LAND	Months Since - 10	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 434
		Instrument- 60
		Last 30 Days- UNK/NR
		Last 90 Days- 93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE TOOK OFF TO TAKE PHOTOGRAPHS IN NEMAHA COUNTY, KS. WHILE ENROUTE, HE SHOT 6 ROLLS OF FILM AND THEN CONTINUED TOWARD FALLS CITY, NE. HE REPORTED THAT ABOUT 7 MILES FROM THE AIRPORT, HE RAN OUT OF FUEL AND LANDED IN A WHEAT FIELD. AFTER A GROUND ROLL OF ABOUT 75 FT, THE NOSEWHEEL DROPPED OFF OF A TERRACE AND THE AIRCRAFT NOSED OVER. THE PILOT STATED THAT HE HAD NOT FLOWN A CESSNA 152 SINCE 8/8/81, AND HE WAS NOT AS CURRENT AS HE MIGHT HAVE BEEN REGARDING THE FUEL CAPACITY AND RANGE OF THIS AIRCRAFT. HE REPORTED THAT THE LAST 245 HRS OF FLIGHT TIME HAD BEEN IN A CESSNA 172.



Brief of Accident (Continued)

File No. - 853

6/16/82

10 SW FALLS CITY, NE

A/C Reg. No. N49974

Time (Lc1) - 1306 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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) 1,2,4

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. - 975      7/09/82      NORTH PLATTE, NE      A/C Reg. No. N57738      Time (Lcl) - 0930 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	Crew 1	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - 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 - UNK/NR
No. of Seats - 1	Rated Power - 375 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 - 13
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Lth/Wid - 3200 -UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 15646
SE LAND,ME LAND	Months Since - 1	Make/Model- 320
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY DURING TAKEOFF ON A PLANNED AGRICULTURAL FLIGHT. AFTER DEPARTING THE RUNWAY, IT CONTINUED FOR A DISTANCE THROUGH UNCUT WHEAT UNTIL IT CONTACTED A SHALLOW WASHOUT AND SMALL BANK, THEN FLIPPED OVER. THERE WERE NO KNOWN WITNESSES. AN INVESTIGATION REVEALED THERE WAS FUEL IN THE FUEL TANKS. ONE PROPELLER BLADE WAS BENT UNDER THE ENGINE WITH LIGHT SCRATCHES PARRELLING THE FRONT OF THE BLADE. THE OTHER TWO BLADES WERE INTACT, NOT BENT, AND WITH NO SCRATCHES EVIDENT. THE MAGNETO AND BATTERY SWITCHES WERE ON. THE THROTTLE WAS ABOUT 1/4 OPEN, THE MIXTURE WAS RICH, AND THE PROPELLER CONTROL WAS FULL FORWARD. AN ENGINE TEARDOWN REVEALED THAT THE RIGHT MAGNETO POINTS WERE DWELLED CLOSED AND WOULD NOT OPEN, THE POINTS WERE BURNED AND CORRODED. THE TEARDOWN REVEALED NO OTHER DISCREPANCIES. WHEAT STRAW WAS EVIDENT ON THE MAIN LANDING GEAR STRUTS AND TAILWHEEL SPRING.

Brief of Accident (Continued)

File No. - 975

7/09/82

NORTH PLATTE, NE

A/C Reg. No. N57738

Time (Lc1) - 0930 CDT

-----  
Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
  2. UNDETERMINED
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
  4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  5. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 912      3/21/82      STRATFORD,NH      A/C Reg. No. N734KJ      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-APPROACH				

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Fire      Crew      1  
NONE      Pass      1  
Other      0      2      0      0      0

-----Aircraft Information-----

Make/Model      - CESSNA U206G  
Landing Gear      - AMPHIBIAN  
Max Gross Wt      - 3600  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL IO-520-F9  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - PARTIAL,LMTD BY PILOT  
Basic Weather      - IMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - .100 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation      - SNOW  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BLOOMFIELD,VT  
Destination  
LEBANON,NH

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,ME LAND,SE SEA

GLIDER

Age - 66

Biennial Flight Review

Current      - YES

Months Since      - 6

Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 27000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PILOT RECEIVED A PARTIAL WEATHER BRIEFING BY TELEPHONE. HE WAS ADVISED OF REPORTED ICING CONDITIONS AND WAS TOLD THAT SNOW AND RAIN SHOWERS WERE MOVING THROUGH THE AREA CAUSING MARGINAL VFR CONDITIONS. BEFORE TERMINATING THE CONVERSATION, THE PILOT REPORTEDLY SAID HE WOULD TRY TO FLY VFR, BUT IF UNABLE, HE WOULD RETURN. ONE OF THE PASSENGERS REPORTED THAT THE WEATHER CONDITIONS WORSENER AFTER DEPARTING AND WHILE TRAVELING SOUTH HE REPORTED THAT THEY ENCOUNTERED HEAVY SNOW ABOUT 40 TO 45 MILES SOUTH OF BLOOMFIELD, VERMONT AND WERE FORCED TO TURN BACK. HE STATED THE WEATHER CONDITIONS BECAME WORSE AS THEY WERE GOING NORTH, AND SNOW FORCED THEM TO CIRCLE AND LOOK FOR AN EMERGENCY LANDING SPOT. ALSO, HE STATED THAT HEAVY ICING CAUSED A FULL THROTTLE STALL. THE AIRCRAFT IMPACTED IN A WOODED AREA AND WAS DESTROYED. TWO PASSENGERS WERE RIDING IN BACK WITHOUT SEATS OR SEAT BELTS. ONE WAS KILLED. THE OTHER WAS THROWN CLEAR, AND SURVIVED.

Brief of Accident (Continued)

File No. - 912

3/21/82

STRATFORD,NH

A/C Reg. No. N734KU

Time (Lcl) - 1500 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - THUNDERSTORM
6. WEATHER CONDITION - ICING CONDITIONS
7. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

8. WING - ICE
9. AIRSPEED - INADEQUATE - PILOT IN COMMAND
10. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 914      4/02/82      HAMPSTEAD, NH      A/C Reg. No. N21869      Time (Lcl) - 1612 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under - 14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During - MANEUVERING

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING O-320-E2D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/012 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - 25000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAVERHILL, MA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 63

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - UNK/NR

Last 24 Hrs - 1

SE LAND

Months Since - 4

Make/Model- 850

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SEVERAL WITNESSES OBSERVED THE PLANE CIRCLING AT LOW ALTITUDE BEFORE IT CRASHED. A FRIEND OF THE PILOT REPORTED THAT THE PILOT WAVED, GUNNED HIS ENGINE A COUPLE OF TIMES AND WAGGLED HIS TAIL. WITNESSES STATED THAT AFTER MAKING SEVERAL CIRCLES AT AN ALTITUDE OF 100 TO 200 FT, THE AIRCRAFT SUDDENLY PITCHED DOWN AND CRASHED INTO A WOODED AREA. THE PILOT WAS EJECTED FROM THE AIRCRAFT AND RECEIVED FATAL INJURIES WHEN HE STRUCK A TREE. HIS SEAT BELT WAS FOUND UNLATCHED.

Brief of Accident (Continued)

File No. - 914

4/02/82

HAMPSTEAD,NH

A/C Reg. No. N21869

Time (Lc1) - 1612 EST

-----  
Occurrence #1       LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. SEAT BELT - NOT USED - PILOT IN COMMAND
  2. LOW PASS - PERFORMED - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

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) 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. - 899      4/25/82      MOULTONBORO,NH      A/C Reg. No. N79RC      Time (Lcl) - 1550 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

DESTROYED  
Fire  
NONE

	Fatal	Injuries Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-19  
Landing Gear - N/A  
Max Gross Wt - 900  
No. of Seats - 1

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 260/013 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  
PLYMOUTH,NH  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MOULTONBORO MUNI  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

GLIDER

Age - 46

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 400	Last 24 Hrs -	4
Make/Model-	35	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	32

Instrument Rating(s) - NONE

-----Narrative-----

SEVERAL WITNESSES SAW THE GLIDER CIRCLE OVER THE AIRPORT BEFORE IT CRASHED. ONE OF THE WITNESSES REPORTED THAT THE GLIDER WAS ABOUT 50 TO 100 FT HIGH AND WAS COMING IN NORMALLY WHEN IT SUDDENLY NOSE-DIVED AND HEADED ALMOST VERTICALLY TOWARD THE GROUND. THE PILOT WAS SERIOUSLY INJURED AND DID NOT RECALL ANYTHING PERTAINING TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 899

4/25/82

MOULTONBORO,NH

A/C Reg. No. N79RC

Time (Lc1) - 1550 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----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. - 904      4/12/82      TETERSBORO,NJ      A/C Reg. No. N6896T      Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT		Other	0	0	0	3
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER AEROSTAR 602P	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 280 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/012 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - 4000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point AKRON,OH</p> <p>Destination TETERSBORO,NJ</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 TETERSBORO</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 7000 -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>COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 18</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 13000</p> <p>Make/Model- 2500</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 12700</p> <p>Last 24 Hrs - 10</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 100</p>
--	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE APPROACHING THE TETERBORO AIRPORT, THE PILOT ENCOUNTERED A BIRD STRIKE WHICH BROKE THE WINDSCREEN. THE PILOT REPORTED THAT HE WAS PARTIALLY BLINDED WITH BLOOD AND FEATHERS. HE REGAINED HIS SIGHT AND LANDED THE AIRCRAFT AT TETERBORO.

Brief of Accident (Continued)

File No. - 904

4/12/82

TETERSBORO,NJ

A/C Reg. No. N6896T

Time (Lcl) - 1930 EST

---

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - BIRD(S)
  2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 971      5/01/82      NEW EGYPT, NJ      A/C Reg. No. N1002P      Time (Lcl) - 0915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	ON GROUND	Crew 0	0	1	0
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6V-350A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 3	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- 270/010 KTS .</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point - 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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	---	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5260</p> <p>Make/Model- 85</p> <p>Instrument- 220</p> <p>Multi-Eng - 260</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p> <p>Rotorcraft - 4500</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS ABOUT TO FINISH SPRAYING THE FIELD AND HAD ONLY TWO PASSES REMAINING WHEN THE ACCIDENT OCCURRED. PASSES WERE MADE TO THE NORTH AND SOUTH WITH THE WIND FROM THE WEST AT 5 TO 10 KNOTS. AFTER COMPLETING A PASS TO THE SOUTH, HE PULLED UP TO CLEAR TALL TREES AT THE END AND MADE A TURN BACK TO THE NORTH IN PREPARATION TO RETURN TO THE FIELD. THE PILOT STATED THAT HE WAS HEADED BACK TOWARD THE FIELD AND WAS OVER THE TREES WHEN HE REALIZED THAT HE WAS HEADING INTO THE TREES. HE STATED THAT HE TRIED REDUCING THE COLLECTIVE TO INCREASE THE ROTOR AND ENGINE RPM, BUT THAT DID NOT STOP THE DESCENT. THE MAIN ROTOR BLADE STRUCK A TREE AND THE HELICOPTER CRASHED.

Brief of Accident (Continued)

File No. - 971

5/01/82

NEW EGYPT,NJ

A/C Reg. No. N1002P

Time (Lc1) - 0915 EDT

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 924      5/07/82      PITTSTOWN,NJ      A/C Reg. No. N9078V      Time (Lcl) - 0700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE  
Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - MOONEY M20G  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2525  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 6.0 SM  
Cloud Conditions(1st) - 8500 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MORRISTOWN,NJ  
Destination  
PITTSTOWN,NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ALEXANDRIA  
Runway Ident - 26  
Runway Lth/Wid - 2400/ 120  
Runway Surface - GRASS/TURF  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 56

Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	751	Last 24 Hrs -	1
Make/Model-	10		Last 30 Days-	UNK/NR
Instrument-	184		Last 90 Days-	51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT ELECTED TO LAND ON RUNWAY 26 IN CALM WIND CONDITIONS. DURING THE LANDING, THE AIRCRAFT TOUCHED DOWN JUST BEYOND THE INTERSECTION OF RUNWAY 12/30. THE PILOT APPLIED THE BRAKES AS SHE APPROACHED THE GRASSY AREA, WHICH WAS STILL WET FROM A PREVIOUS RAIN. UPON REACHING THE GRASS, NO OBVIOUS BRAKING WAS NOTICED BY THE PILOT. THE PLANE CONTINUED OFF THE END OF THE RUNWAY AND STRUCK A FENCE POST AND A DITCH. THE PILOT FELT THAT THE BRAKES WERE OPERATING, BUT THE PLANE COULD NOT BE STOPPED ON THE WET GRASS.

Brief of Accident (Continued)

File No. - 924

5/07/82

PITTSTOWN,NJ

A/C Reg. No. N9078V

Time (Lc1) - 0700 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 923      6/06/82      TOMS RIVER,NJ      A/C Reg. No. N4086S      Time (Lcl) - 1635 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	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH V35B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-BA10  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
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- 050/010 KTS  
Visibility      - 3.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHARLESTON,SC  
Destination  
LINDEN,NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

MILLER AIRPARK  
Runway Ident      - 06  
Runway Lth/Wid      - 4900/ 80  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 60

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4807	Last 24 Hrs	- 6
Make/Model-	1730	Last 30 Days-	UNK/NR
Instrument-	465	Last 90 Days-	16
Multi-Eng	- 55	Rotorcraft	- 1130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING, THE AIRCRAFT SWERVED OFF THE LEFT SIDE OF THE RUNWAY AND ENCOUNTERED SOFT TERRAIN. THE NOSE AND LEFT MAIN LANDING GEAR WERE SUBSTANTIALLY DAMAGED AND THERE WAS MINOR DAMAGE TO THE RIGHT WING, FLAP, AND AILERON. THE PILOT REPORTED THAT DURING THE LANDING, THE RIGHT MAIN WHEEL CONTACTED THE PAVEMENT FOLLOWED BY THE LEFT AND NOSE GEAR, THEN THE PLANE BEGAN SWERVING TO THE LEFT. REPORTEDLY, AN IMMEDIATE ATTEMPT WAS MADE TO CONTROL THE AIRCRAFT BY APPLYING RIGHT BRAKE AND NOSEWHEEL STEERING, BUT THERE WAS NO RESPONSE.



Brief of Accident (Continued)

File No. - 923

6/06/82

TOMS RIVER,NJ

A/C Reg. No. N4086S

Time (Lc1) - 1635 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED

Occurrence #2 GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT
3. LANDING GEAR,MAIN GEAR - OVERLOAD
4. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 992      2/17/82      TOADLENA,NM      A/C Reg. No. N29665      Time (Lcl) - 2200 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT		Other	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28RT-201T	Eng Make/Model	- CONTINENTAL TS10-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 225 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TAOS,NM</p> <p>Destination</p> <p>LAS VEGAS,NM</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1021
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 81
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT IN PIPER PA-28RT, N29665, WAS USING A CALL SIGN, N1104X, WHICH WAS THE REGISTRATION NUMBER OF A DESTROYED PA-32. HE WAS CLEARED TO CLIMB TO FL200, BUT AS HE CONTINUED, HIS SPEECH BECAME SLURRED. HE ACKNOWLEDGED AN ARTC INSTRUCTION TO CHECK HIS OXYGEN AND INSTRUMENTS AND TO DESCEND TO 15,000 FT, BUT HE DID NOT COMPLY. AFTER THAT, THERE WAS NO RESPONSE TO RADIO CALLS. A C-130 AIRCREW MADE A RENDEZVOUS (AT NIGHT), BUT DETECTED NO OCCUPANTS OR SIGNS OF AIRCRAFT CONTROL. N29665 WAS EQUIPPED WITH AN AUTOPILOT (WITH ALTITUDE HOLD), OXYGEN, AND AN AUTO-GEAR LOWERING SYSTEM. AFTER AIRBORNE ABOUT 3 HRS (TIME TO USE 1 FUEL TANK), THE PLANE BEGAN TO DESCEND AND WAS OBSERVED ENTERING A FOG BANK NEAR THE CRASH SITE. IT CRASHED WITH THE GEAR EXTENDED, ELEVATION 6250 FT MSL, FUEL SELECTOR TO THE EMPTY LEFT TANK (RIGHT TANK WAS FULL). THE PILOT WAS FOUND ALIVE, 6 1/2 HRS LATER. THE OXYGEN TANK WAS FOUND EMPTY, VALVE AT "OFF" POSITION, OXYGEN AVAILABLE FOR PILOT USE, BUT THE OXYGEN MASKS WERE STILL PACKAGED.

Brief of Accident (Continued)

File No. - 992

2/17/82

TOADLENA,NM

A/C Reg. No. N29665

Time (Lcl) - 2200 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - CLOUDS
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. OXYGEN SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ANOXIA/HYPOXIA) - PILOT IN COMMAND
7. FLUID,FUEL - STARVATION
8. WEATHER CONDITION - FOG
9. TERRAIN CONDITION - HIGH TERRAIN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 811      3/14/82      ELKO, NV      A/C Reg. No. N2105M      Time (Lc1) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -MANEUVERING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 3.0 SM</p> <p>Cloud Conditions(1st) - 3000 FT BROKEN</p> <p>Cloud Conditions(2nd) - 10000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WENDOVER, UT</p> <p>Destination ELKO, NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - UNK/NR</p>	<p>Airport Proximity 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>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 265</p> <p>Make/Model- 69</p> <p>Instrument- 6</p> <p>Multi-Eng - 34</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 79</p>
--	--	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE QUIT PRODUCING POWER AND THE PLANE CRASHED IN MOUNTAINOUS TERRAIN. A TEARDOWN OF THE ENGINE REVEALED NO PREIMPACT FAILURE. THE INITIAL IMPACT OCCURRED WITH A TREE AT AN ELEVATION OF ABOUT 7000 FT MSL. A PIECE OF THE RIGHT WING TIP WAS FOUND NEAR THE INITIAL IMPACT POINT. THE TRAILING EDGE OF THE LEFT WING STRUCK THE BASE OF A SECOND TREE AFTER THE PLANE TRAVELED ABOUT 270 FT DOWN A 20 TO 25 DEGREE SLOPE. THE PLANE CAME TO REST AFTER TRAVELING ANOTHER 135 FT DOWN A 10 DEGREE SLOPE. THE NEAREST OFFICIAL WEATHER OBSERVATION WAS AT ELKO, NEVADA WHICH WAS ABOUT 16 MILES NORTHEAST OF THE CRASH SITE. THE 1153 AND 1254 MST WEATHER OBSERVATIONS WERE: ESTIMATED 800 FT BROKEN, 1200 FT BROKEN, 5500 OVERCAST WITH 10 MILES VISIBILITY. THE ELEVATION OF THE ELKO MUNICIPAL AIRPORT IS 5135 FT MSL.

Brief of Accident (Continued)

File No. - 811

3/14/82

ELKO,NV

A/C Reg. No. N2105M

Time (Lc1) - 1230 PST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS - UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

2. WEATHER CONDITION - LOW CEILING  
3. TERRAIN CONDITION - HIGH TERRAIN  
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
5. OBJECT - TREE(S)  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 906      4/17/82      LAS VEGAS,NV      A/C Reg. No. N1092X      Time (Lc1) - 1935 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING		Other	0	0	1	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-CIC	ELT Installed/Activated - YES/YES
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 - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OXNARD,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	MCCARRIN INTER'L
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 95.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 137
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 85
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE NIGHT LANDING, HE MAINTAINED A LITTLE MORE THAN NORMAL SPEED AND POWER SINCE THIS WAS HIS FIRST NIGHT LANDING AT THE MCCARRAN AIRPORT. HE STATED THAT ON FINAL APPROACH FOR LANDING, HEAVY LEFT RUDDER WAS NEEDED. HE STATED HE TOUCHED DOWN ON THE LEFT MAIN, KEPT THE NOSE UP, AND WHEN HE LOWERED THE NOSE, THE RIGHT WING WENT TO THE GROUND AND THE PROPELLER DROPPED TO THE GROUND. SUBSEQUENTLY, THE PLANE WENT OFF THE RIGHT SIDE OF THE RUNWAY AND HIT A DITCH. DURING THE INVESTIGATION, ALL 3 GEAR WERE FOUND IN THE GEAR WELLS, BUT THE MAIN GEAR DOORS WERE PARTIALLY OPENED. THE LANDING GEAR SELECTOR WAS FOUND IN THE DOWN POSITION. THE LOCK-OUT FEATURE WAS NOT ENGAGED. NO DISCREPANCIES WERE FOUND WITH THE GEAR SYSTEM, EXCEPT THAT THE WARNING HORN WAS INOPERATIVE. WHEN CHECKED, THE HORN HOUSING BECAME HOT AND EVENTUALLY DEACTIVATED THE CIRCUIT BREAKER, WHICH IN TURN, DEACTIVATED THE GEAR POSITION LIGHTS. THE PILOT DID NOT RECALL SEEING A SAFE GEAR INDICATION.

Brief of Accident (Continued)

File No. - 906

4/17/82

LAS VEGAS,NV

A/C Reg. No. N1092X

Time (Lc1) - 1935 PST

-----  
Occurrence #1        COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
  2. LIGHT CONDITION - DARK NIGHT
  3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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) 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. - 894      4/24/82      GOLD STRIKE,NV      A/C Reg. No. N5768Z      Time (Lcl) - 1215 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
ON-DEMAND AIR TAXI	MINOR	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	1	0	4
Accident Occurred During -STANDING		Other	0	0	0

-----Aircraft Information-----

Make/Model - S.N.I.A.S. AS350	Eng Make/Model - LYCOMING LTS-101-600A2	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4190	Engine Type - TURBOSHAFT	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 615 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	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 45.0 SM	Type of Flight Plan - VFR	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- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 8450
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 200
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 172
		Rotorcraft - 8450

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER HAD JUST RETURNED FROM A SIGHTSEEING TOUR OF THE GRAND CANYON. THE PILOT REPORTED THAT THE PASSENGERS WANTED TO GET OUT WHILE THE HELICOPTER WAS UNDERGOING ITS TWO-MINUTE, COOL-DOWN PERIOD. THE PILOT ESCORTED FOUR OF THE PASSENGERS FROM THE HELICOPTER WHILE AN ATTENDANT WAS ASSISTING A FIFTH PASSENGER IN UNLOADING HER POSSESSIONS. A GUST OF WIND REMOVED THE FIFTH PASSENGER'S HAT, AND SHE WAS STRUCK BY THE MOVING TAIL ROTOR AS SHE CHASED THE HAT. THE PASSENGER DIED SHORTLY AFTER SHE WAS TRANSPORTED TO A LOCAL HOSPITAL. THE PILOT REPORTED THAT THE OPERATOR HAD 30 TO 40 FLIGHTS A DAY AND THAT THE AIRCRAFT WERE NOT SHUT DOWN BETWEEN FLIGHTS, BUT THAT THE PASSENGERS WERE ESCORTED.



Brief of Accident (Continued)

File No. - 894

4/24/82

GOLD STRIKE,NV

A/C Reg. No. N5768Z

Time (Lcl) - 1215 PST

-----  
Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - IDLING ROTORS

Finding(s)

1. UNSAFE/HAZARDOUS CONDITION - PERFORMED - COMPANY/OPERATOR MGMT
  2. WEATHER CONDITION - GUSTS
  3. MISCELLANEOUS - INADVERTENT - PASSENGER
- 

-----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. - 927      5/22/82      YERINGTON,NV      A/C Reg. No. N612BG      Time (Lcl) - 1513 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AIR SHOW/RACING	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 - BROYILL-COWAN-MURRAY BG12B	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - N/A	Weather Radar - UNK/NR
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	BRIDGEPORT,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MINDEN,NV	Runway Ident - N/A
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
GLIDER		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

AT ABOUT 1315 PDT, THE PILOT DEPARTED ON A ROUND ROBIN CROSS-COUNTRY FLIGHT FROM MINDEN, NEVADA TO BRIDGEPORT CALIFORNIA AND RETURN. HE WAS PARTICIPATING IN A REGION II SOARING CHAMPIONSHIP (SPORT CLASS). ON THE RETURN LEG OF THE TRIP, THE PILOT WAS OBSERVED MANEUVERING AT ABOUT 50 FT AGL. WHILE IN A STEEP TURN, HIS LEFT WING TIP STRUCK THE GROUND AND THE GLIDER CARTWHEELED TO THE SURFACE. THE ACCIDENT SITE WAS LOCATED ABOUT 10 MILES EAST OF THE TRACK THAT THE PILOT WAS EXPECTED TO FOLLOW AND ABOUT 32 MILES FROM THE DESTINATION. THE ELEVATION OF THE ACCIDENT SITE WAS ABOUT 6500 FT MSL.

Brief of Accident (Continued)

File No. - 927

5/22/82

YERINGTON, NV

A/C Reg. No. N612BG

Time (Lc1) - 1513 PDT

---

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 837      6/04/82      LOVELOCK, NV      A/C Reg. No. N7347E      Time (Lc1) - 1755 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	1	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	- 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-----

<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- 325/030 KTS</p> <p>Visibility - 30.0 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>DUBOIS, NV</p> <p>Destination</p> <p>LOVELOCK, NV</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>DERBY FIELD</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 5530/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

-----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 - 510
SE LAND	Months Since - 13	Make/Model- 350
	Aircraft Type - C-210	Instrument- 6
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT WAS UNABLE TO CONTACT THE FSS. HE WAS UNAWARE THAT THE FSS STATION HAD ALREADY CLOSED. HE OBSERVED THE WIND SOCK AND ELECTED TO LAND ON RUNWAY 01 WITH A WIND FROM 326 DEGREES AT 30 KNOTS. ON FINAL APPROACH, A DISTINCT CRAB OF ABOUT 20 TO 25 DEGREES WAS REQUIRED TO KEEP THE AIRCRAFT ALIGNED WITH THE RUNWAY CENTERLINE. THE PILOT TOUCHED DOWN ON THE CENTERLINE WITH NO FLAPS, BUT WAS UNABLE TO STAY ON THE RUNWAY. THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY AT ABOUT A 20 DEGREE ANGLE. THE NOSEWHEEL HIT A 10 INCH SAND DUNE, THE NOSE GEAR FAILED, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 837

6/04/82

LOVELOCK,NV

A/C Reg. No. N7347E

Time (Lc1) - 1755 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. FSS SERVICE - NOT POSSIBLE - PILOT IN COMMAND
  2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH WIND
  4. WEATHER CONDITION - CROSSWIND
  5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  8. LANDING GEAR,NOSE GEAR - OVERLOAD
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 801      3/12/82      SYRACUSE, NY      A/C Reg. No. N260BB      Time (Lc1) - 1245 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	Fire	Crew	Fatal	0	0	1	0
Flight Conducted Under	NONE	Pass	0	0	0	4	0
Accident Occurred During		Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING O-540-E435	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WINCHESTER, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SYRACUSE, NY	SYRACUSE
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 100 FT OVERCAST	Type of Clearance - IFR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6840
SE LAND,ME LAND	Months Since - 8	Make/Model- 105
	Aircraft Type - UNK/NR	Instrument- 582
		Multi-Eng - 1090
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF ON A VFR FLIGHT PLAN WITH A LITTER PATIENT AND 3 OTHER PASSENGERS ONBOARD. THE RIGHT MAIN FUEL TANK WAS USED FOR ABOUT THE FIRST 30 MINUTES OF FLIGHT, THEN THE PILOT SWITCHED TO THE LEFT MAIN TANK. WHILE EN ROUTE, AN IFR FLIGHT PLAN WAS OBTAINED WHEN THE DESTINATION WEATHER DID NOT IMPROVE TO VFR CONDITIONS AS FORECAST. THE PILOT REPORTED THAT BEFORE DESCENDING INTO THE CLOUDS FOR AN ILS APPROACH, HE PERFORMED A BEFORE LANDING CHECK AND SWITCHED BACK TO THE RIGHT MAIN FUEL TANK. THE ENGINE LOST POWER ABRUPTLY WHILE ON THE APPROACH. THE PILOT BELIEVED THAT HE SWITCHED TO THE RIGHT TIP TANK, AND THEN LATER, BACK TO THE RIGHT MAIN TANK, WHILE ATTEMPTING TO START THE ENGINE. AS THE AIRCRAFT BROKE OUT OF THE CLOUDS, THE PILOT ATTEMPTED TO MANEUVER TO A CLEARING, BUT THE PLANE STRUCK TREES AND CRASHED. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT TANK WHICH HAD ABOUT 3 PINTS OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 801

3/12/82

SYRACUSE,NY

A/C Reg. No. N260BB

Time (Lc1) - 1245 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - NOT CORRECTED - 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

Finding(s)

4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 824      4/24/82      BAYPORT, NY      A/C Reg. No. N22550      Time (Lcl) - 1230      T

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew      0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass     0	0	1	0
			Other    0	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear   - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt   - 1600	Engine Type    - RECIPROCATING-CARBURETOR	Weather Radar   - UNK/NR
No. of Seats    - 2	Rated Power    - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing    - NO RECORD OF BRIEFING</p> <p>Method        - N/A</p> <p>Completeness   - N/A</p> <p>Basic Weather   - VMC</p> <p>Wind Dir/Speed- 225/005 KTS</p> <p>Visibility      - 20.0    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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">EDWARDS</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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 55</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 281</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>280</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>3</td> <td>Last 90 Days-</td> <td>40</td> </tr> </table>	Total	- 281	Last 24 Hrs	- 2	Make/Model-	280	Last 30 Days-	UNK/NR	Instrument-	3	Last 90 Days-	40
Total	- 281	Last 24 Hrs	- 2											
Make/Model-	280	Last 30 Days-	UNK/NR											
Instrument-	3	Last 90 Days-	40											

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE BEGAN TO LOSE POWER AT ABOUT 50 FT AGL AND THEN BEGAN TO VIBRATE. THE PILOT CHECKED THAT THE FUEL SELECTOR SWITCH WAS ON. HE TURNED AND ATTEMPTED TO RETURN TO THE AIRPORT; HOWEVER, HE WAS UNABLE TO MAINTAIN ALTITUDE. SUBSEQUENTLY, THE AIRCRAFT CRASHED INTO TREES WHILE THE PILOT WAS AVOIDING A HOUSE. AN INVESTIGATION REVEALED THAT THE PILOT HAD USED A MIXTURE OF AVIATION FUEL AND AUTOMOBILE GASOLINE. HE REPORTED THAT ON THE DAY OF THE ACCIDENT, HE USED A MIXTURE CONTAINING ABOUT 50 PERCENT AUTOMOBILE FUEL. ALSO, HE COMMENTED THAT HE DID THIS QUITE OFTEN AND NEVER HAD A PROBLEM. ADDITIONALLY BEFORE TAKEOFF, THE PILOT HAD REPLACED HIS SPARK PLUGS WITH USED PLUGS THAT HE HAD CLEANED. WHEN TESTED, THREE OF THE EIGHT PLUGS WOULD NOT FIRE.



Brief of Accident (Continued)

File No. - 824

4/24/82

BAYPORT, NY

A/C Reg. No. N22550

Time (Lcl) - 1230 T

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
  2. MAINTENANCE - IMPROPER - PILOT IN COMMAND
  3. IGNITION SYSTEM, SPARK PLUG - OTHER
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----  
Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(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) 1,2,3

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. - 930      4/25/82      NEW YORK, NY      A/C Reg. No. N16696      Time (Lcl) - 1405 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -SIGHTSEEING(NOT PART 135)  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -STANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass  
Other

Fatal  
0  
0  
0

Injuries

Serious      Minor  
0      1  
0      1  
0      0

None  
0  
0  
4

-----Aircraft Information-----

Make/Model      - BELL 206L  
Landing Gear      - SKID  
Max Gross Wt      - 3000  
No. of Seats      - 5

Eng Make/Model      - ALLISON 250  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 400 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility      - 50.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

34TH HELIPORT  
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,ATP  
SE LAND

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 5000  
Make/Model- 350  
Instrument- 0  
Multi-Eng - 800  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 150  
Rotorcraft - 3600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT INVOLVED TWO BELL 206L HELICOPTERS THAT WERE PARKED BESIDE ONE ANOTHER, BUT HEADED IN OPPOSITE DIRECTIONS. BEFORE THE ACCIDENT OCCURRED, ONE OF THE HELICOPTERS, N16696, WAS OPERATING WITH THE ROTORS AT ABOUT 60% RPM (FLIGHT IDLE) WHILE PASSENGERS WERE BEING LOADED. MEANWHILE, THE PILOT OF THE OTHER HELICOPTER, N49575, ARRIVED, UNTIED THE ROTOR, AND STARTED THE ENGINE. WHEN N49575 WAS STARTED, THE MAIN ROTOR BLADES OF THE TWO HELICOPTERS COLLIDED. A PASSENGER THAT WAS BEING BOARDED ON N16696 AND A RAMP ATTENDANT WERE INJURED BY FLYING DEBRIS.

Brief of Accident (Continued)

File No. - 930

4/25/82

NEW YORK, NY

A/C Reg. No. N16696

Time (Lc1) - 1405 EDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - IDLING ROTORS

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 930 4/25/82 NEW YORK, NY

A/C Reg. No. N49575

Time (Lcl) - 1405 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

MINOR

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

0

0

Accident Occurred During -STANDING

Other

0

0

2

3

-----Aircraft Information-----

Make/Model - BELL 206L

Eng Make/Model - ALLISON 250

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 3000

Engine Type - TURBOSHAFT

Weather Radar - UNK/NR

No. of Seats - 5

Rated Power - 400 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

34TH HELIPORT

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 25

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1343

Make/Model- 86

Instrument- 296

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 67

Rotorcraft - 1103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT INVOLVED TWO BELL 206L HELICOPTERS THAT WERE PARKED BESIDE ONE ANOTHER, BUT HEADED IN OPPOSITE DIRECTIONS. WHEN THE PILOT OF N49575 ARRIVED, THE OTHER HELICOPTER, N16696, WAS OPERATING WITH THE ROTORS AT ABOUT 60% RPM (FLIGHT IDLE) WHILE PASSENGERS WERE BEING LOADED. THE PILOT OF N49575 UNTIED THE ROTOR AND STARTED THE ENGINE. WHEN THE ENGINE WAS STARTED, THE MAIN ROTOR BLADES OF THE TWO HELICOPTERS COLLIDED. A PASSENGER THAT WAS BEING BOARDED ON N16696 AND A RAMP ATTENDANT WERE INJURED BY FLYING DEBRIS.

Brief of Accident (Continued)

File No. - 930

4/25/82

NEW YORK, NY

A/C Reg. No. N49575

Time (Lcl) - 1405 EDT

---

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.

Factor(s) relating to this accident is/are finding(s) 1.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 925      5/02/82      NEW PALTZ,NY      A/C Reg. No. N116S      Time (Lc1) - 1600 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 - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - HILLER UH-12A  
Landing Gear - SKID  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - FRANKLIN O-335  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 178 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 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  
KINGSTON,NY  
Destination  
GREENWOOD LAKE,NY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

HELICOPTER

Age - 29

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	-	88	Last 24 Hrs	-	2
Make/Model	-	39	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	4
Multi-Eng	-	UNK/NR	Rotorcraft	-	88

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 400 FT AGL, THE PILOT NOTICED A DECAY IN THE MAIN ROTOR RPM; HOWEVER, THE ENGINE RPM WAS REPORTED TO HAVE REMAINED CONSTANT. THE PILOT SUSPECTED A MECHANICAL FAILURE AND ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN APPLE ORCHARD. DURING THE LANDING, THE HELICOPTER CONTACTED AN APPLE TREE AND LANDED HARD. DURING THE LANDING, THE SKIDS WERE BENT, THE WINDSHIELD WAS BROKEN, THE FUSELAGE STRUCTURE WAS BUCKLED, AND THE TAIL ROTOR WAS DAMAGED.

Brief of Accident (Continued)

File No. - 925

5/02/82

NEW PALTZ,NY

A/C Reg. No. N116S

Time (Lcl) - 1600 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7

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. - 919      5/15/82      BROOKVILLE,NY      A/C Reg. No. N911X      Time (Lcl) - 1615 EDT

-----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	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 - BELL 47G-2  
Landing Gear - SKID  
Max Gross Wt - 2450  
No. of Seats - 3

Eng Make/Model - LYCOMING VIO-435-A1E  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 240 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 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  
GARDEN CITY,NY  
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

HELICOPTER

Age - 26

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	192	Last 24 Hrs -	0
Make/Model-	42		Last 30 Days-	UNK/NR
Instrument-	1		Last 90 Days-	6
			Rotorcraft -	192

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING TO THE HELIPORT, THE PILOT NOTICED A DECAY IN THE ENGINE AND ROTOR RPM'S. HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN A PLOWED FIELD. DURING LANDING, THE MANIFOLD PRESSURE WENT TO THE RED LINE WHILE THE RPM DECAYED. THE HELICOPTER TOUCHED DOWN SOFTLY, BUT WITH ABOUT 10 MPH FORWARD SPEED. IT ROLLED FORWARD AND TO THE RIGHT WHEN THE SKIDS DUG INTO THE SOFT GROUND. AN INVESTIGATION REVEALED THAT THE NO. 6 CYLINDER HAD A LOW COMPRESSION READING OF 5/80 WITH BLOW-BY EVIDENT INTO THE INTAKE SYSTEM. WHEN THE CYLINDER WAS REMOVED, THE INTAKE VALVE WAS FOUND NOT TO BE SEATING PROPERLY. NO OTHER MALFUNCTION OR DEFECT OF THE ENGINE OR ENGINE CONTROLS WAS NOTED.



Brief of Accident (Continued)

File No. - 919

5/15/82

BROOKVILLE,NY

A/C Reg. No. N911X

Time (Lcl) - 1615 EDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, PARTIAL
  2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    APPROACH

Finding(s)

3. ENGINE ASSEMBLY, VALVE - LEAK
- 

Occurrence #3        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 864      6/02/82      SYRACUSE,NY      A/C Reg. No. N5621Z      Time (Lc1) - 1952 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 - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

Fire  
NONE  
Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - PIPER PA-22-108  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B  
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- 300/009 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CANASTOTA,NY  
Destination  
SYRACUSE,NY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - TOWER  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HANCOCK INTERNATIONAL  
Runway Ident - 28  
Runway Lth/Wid - 9003/ 150  
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 - UNK/NR  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	121	Last 24 Hrs -	1
Make/Model-	34	Last 30 Days-	UNK/NR	
Instrument-	4	Last 90 Days-	10	

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE PILOT SLOWED TO TAXI SPEED WHEN THE TOWER INSTRUCTED HIM TO EXPEDITE A TURNOFF ONTO A TAXIWAY. WHILE COMPLYING WITH THIS REQUEST AND MAKING A RIGHT TURN, THE PILOT LOST DIRECTIONAL CONTROL. THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF THE TAXIWAY AND NOSED OVER IN A GRASSY AREA.

Brief of Accident (Continued)

File No. - 864

6/02/82

SYRACUSE, NY

A/C Reg. No. N5621Z

Time (Lc1) - 1952 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation   TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 882      6/09/82      ROUND LAKE, NY      A/C Reg. No. N70232      Time (Lcl) - 0930 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

Serious

0

0

0

Minor

0

0

0

None

1

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 185E  
Landing Gear      - AMPHIBIAN  
Max Gross Wt      - 3300  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520D  
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- UNK/NR  
Visibility      - UNK/NR  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
PORTLAND, ME

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, SE SEA

Age - 54

Biennial Flight Review

Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2850  
Make/Model- 2850  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft      - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING HIS PREFLIGHT, HE DRAINED THE MAIN SEDIMENT BOWL FOR 5 SECONDS, THEN REPEATED DRAINING IT FOR ANOTHER 5 SECONDS. HE REPORTED THAT HE PERFORMED AN ENGINE RUN-UP, SWITCHED ALL TANKS ON, AND INITIATED A TAKEOFF. REPORTEDLY, THE ENGINE BEGAN RUNNING ROUGH AS HE WAS CLIMBING THROUGH APPROXIMATELY 350 FT AND CUT OUT. DURING A FORCED LANDING, THE AIRCRAFT TOUCHED DOWN HARD AND NOSED OVER IN A CLEARING. ABOUT 1/2 CUP OF WATER WAS DRAINED FROM THE MAIN STRAINER BOWL AND WATER WAS FOUND AT THE OUTER FOUR DRAIN POINTS IN THE FUEL SYSTEM. THE LEFT WING TANK SUMP DRAIN AND BOTH BELLY SUMP DRAINS EXHIBITED CORROSION AND COULD NOT BE OPENED WITH A STANDARD FUEL DRAIN CUP.

Brief of Accident (Continued)

File No. - 882

6/09/82

ROUND LAKE, NY

A/C Reg. No. N70232

Time (Lc1) - 0930 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 911      4/22/82      KENT,OR

A/C Reg. No. N1262W

Time (Lcl) - 1045 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries

Type of Operation      -APPLYING SEEDS, CHEMICALS, ETC  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -TAKEOFF

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - WEATHERLY 201B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3500  
No. of Seats - 1

Eng Make/Model - P & W 985  
Number Engines - 1  
Engine Type - UNK/NR  
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 050/004 KTS  
Visibility - 50.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

DECKER STRIP  
Runway Ident - 09  
Runway Lth/Wid - 1700 -UNK/NR  
Runway Surface - DIRT  
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1379	Last 24 Hrs	- 3
Make/Model-	164	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT REPORTED THAT HE WAS WORKING OFF OF A 1700 FT DIRT STRIP WITH A ROUGH SURFACE AND WITH A SLIGHT CROSS-WIND. THE ELEVATION WAS ABOUT 2650 FT MSL AND THE TEMPERATURE WAS APPROXIMATELY 70 DEGREES FAHRENHEIT. THE PILOT INITIATED A TAKEOFF WITH ABOUT 1200 LBS OF 2-4-D ON BOARD. HE STATED THAT AT LIFT-OFF, THE LEFT WING DROPPED LOW AND HIT A GATE POST WHICH JAMMED THE AILERON. THE AIRCRAFT SLOWLY ROLLED TO THE LEFT AND CRASHED ABOUT 500 FT FROM THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 911

4/22/82

KENT,OR

A/C Reg. No. N1262W

Time (Lc1) - 1045 PST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  6. FLIGHT CONTROL,AILERON - JAMMED
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 816      5/19/82      BIRKENFELD,OR      A/C Reg. No. N1096L      Time (Lcl) - 1240 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXTERNAL LOAD  
Flight Conducted Under      -14 CFR 133  
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      - HUGHES 369D  
Landing Gear      - SKID  
Max Gross Wt      - 2100  
No. of Seats      - 4

Eng Make/Model      - ALLISON 250  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
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      - VMC  
Wind Dir/Speed- VARIABLE  
Visibility      - 25.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4143  
Make/Model-      790  
Instrument-      163  
Multi-Eng      - 11  
Last 24 Hrs      - 3  
Last 30 Days-      UNK/NR  
Last 90 Days-      109  
Rotorcraft      - 3272

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE FUEL GAUGE INDICATED 150 LBS OF FUEL REMAINING WHEN HE BEGAN THE FLIGHT. SINCE THE DROP POINT WAS WITHIN 2 TO 3 MINUTES OF THE DEPARTURE POINT, HE ELECTED TO PROCEED WITHOUT REFUELING. WHILE HOVERING AND BEING GUIDED INTO THE DROP POINT, THE LOW FUEL WARNING LIGHT FLICKERED. THE PILOT COMPLETED THE DROP, AND WHILE RETURNING TO THE REFUELING AREA, THE LIGHT FLICKERED 3 MORE TIMES. THE PILOT STATED THAT WHEN HE ARRIVED AT THE REFUELING AREA, THE FUEL GAUGE INDICATED APPROXIMATELY 50 TO 60 LBS OF FUEL REMAINING. SHORTLY AFTER THAT, THE ENGINE LOST POWER WHILE THE HELICOPTER WAS STILL ABOUT 50 TO 60 FT AGL. DURING AN AUTOROTATION, THE HELICOPTER WAS LANDED ON THE HILLSIDE OF A LOGGING AREA WHILE AVOIDING A TRUCK.



Brief of Accident (Continued)

File No. - 816

5/19/82

BIRKENFELD,OR

A/C Reg. No. N1096L

Time (Lc1) - 1240 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - ERRATIC
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 861      6/19/82      OREGON CITY,OR      A/C Reg. No. N9560A      Time (Lcl) - 1315 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
DESTROYED  
Fire  
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 170A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2050  
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 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- CALM  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 10000 FT SCATTERED  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

FAIRWAYS  
Runway Ident - 16  
Runway Lth/Wid - 3000/ 160  
Runway Surface - GRAVEL  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - C-170A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 336	Last 24 Hrs -	3
Make/Model-	128	Last 30 Days-	8
Instrument-	4	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST COMPLETED HIS BFR. ON A RETURN FLIGHT TO HIS ORIGINAL DEPARTURE POINT, HE ENTERED THE TRAFFIC PATTERN FOR A LANDING IN CALM WIND CONDITIONS. HE STATED THAT WHEN HE WAS ABOUT 25 FT ABOVE THE RUNWAY ON FINAL APPROACH, HE ENTERED AN AREA OF DEAD AIR. HE REPORTED THAT HE TRIED TO "POWER OUT", BUT THE AIRCRAFT TOUCHED DOWN HARD. THE RIGHT GEAR COLLAPSED AND THE PILOT LOST CONTROL OF THE AIRCRAFT. THE PILOT REPORTED THAT THE PLANE SLID OFF THE LEFT SIDE OF THE RUNWAY AND BROADSIDED A LARGE PINE TREE.

Brief of Accident (Continued)

File No. - 861

6/19/82

OREGON CITY, OR

A/C Reg. No. N9560A

Time (Lc1) - 1315 PDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 986      7/16/82      NEWPORT,OR      A/C Reg. No. N1216L      Time (Lcl) - 1600 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	2
Accident Occurred During -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - LAKE LA-4	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHILOMATH,OR	YEQUINA BAY
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000-N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3783
SE LAND,ME LAND,SE SEA	Months Since - 3	Make/Model- 106
HELICOPTER	Aircraft Type - LA4-200	Instrument- 163
		Multi-Eng - 100
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 127

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, HE HAD ACCELERATED TO ABOUT 40 MPH, AND WAS ON THE STEP, WHEN HE HIT A WAVE OF SUFFICIENT SIZE TO BOUNCE AND BECOME MOMENTARILY AIRBORNE. HE WAS STILL ACCELERATING AND BOUNCED A SECOND TIME WHEN IT BECAME APPARENT THAT HE WAS ON A COLLISION COURSE WITH A BOAT. THE PILOT CHOPPED THE POWER TO ABORT AND TURNED LEFT. THE PLANE TOUCHED DOWN IN A CRAB AND WAS DAMAGED. THE PILOT REPORTED THE WIND AS 20 KNOTS.

Brief of Accident (Continued)

File No. - 986

7/16/82

NEWPORT,OR

A/C Reg. No. N1216L

Time (Lc1) - 1600 PDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. TERRAIN CONDITION - WATER,ROUGH
6. OBJECT - WIRE,TRANSMISSION
7.    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) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 988      7/22/82      CORVALLIS, OR      A/C Reg. No. N8168U      Time (Lcl) - UNK/NR

-----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 -OTHER  
Flight Conducted Under -14 CFR 91.  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-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 - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CORVALLIS  
Runway Ident - 35  
Runway Lth/Wid - 5067/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AT 0830 PDT ON 7/22/82, THE AIRCRAFT WAS FOUND NEAR THE APPROACH END OF RUNWAY 35 RESTING ON ITS NOSE WITH THE NOSE GEAR BROKEN. OPERATOR PERSONNEL REPORTED THAT IT HAD BEEN STOLEN SOMETIME AFTER 2200 PDT ON THE NIGHT BEFORE. ALSO DURING THAT TIME, SOMEONE HAD BURGLARIZED A FIXED BASE OPERATOR ON THE AIRPORT. A KEY FOR ONE OF THE FBO'S AIRCRAFT, A GRUMMAN, WAS FOUND IN THE DAMAGED CESSNA. THE PERSON THAT TOOK THE AIRCRAFT WAS NOT FOUND, NO INJURY IS PRESUMED.

Brief of Accident (Continued)

File No. - 988

7/22/82

CORVALLIS,OR

A/C Reg. No. N8168U

Time (Lc1) - UNK/NR

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
  2. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
  3. LEVEL OFF - 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) 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. - 913      4/05/82      MCSHERRYSTOWN,PA      A/C Reg. No. N36737      Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	1	0	0	0
Other	0	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-44-180  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
HARRISBURG,PA  
Destination  
MCSHERRYSTOWN,PA

Airport Proximity  
ON AIRPORT

Airport Data

HANOVER  
Runway Ident - 09  
Runway Lth/Wid - 2690 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - WET

Wind Dir/Speed- 120/015 KTS  
Visibility - 4.0 SM  
Cloud Conditions(1st) - 2200 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - SNOW  
Condition of Light - NIGHT (BRIGHT)

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,ME LAND

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL  
Flight Time (Hours)

Total	- 6100	Last 24 Hrs	- UNK/NR
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE ARRIVED AT NIGHT, THERE WERE SNOW SHOWERS AT THE AIRPORT. WHILE TURNING FINAL, HE TURNED HIS LANDING LIGHTS ON. HOWEVER, HE REPORTED THAT HE COULD SEE BETTER WITH THE LANDING LIGHTS OFF, SO HE TURNED THEM OFF. AFTER TOUCHING DOWN ON THE GRASS RUNWAY, HE ELECTED TO SLOW DOWN AND MAKE A 180 DEGREE TURN TO TAXI BACK DOWN THE RUNWAY TO THE TERMINAL BUILDING. DURING THE LANDING ROLL, HE MOVED OVER TO THE LEFT SIDE OF THE RUNWAY TOWARD A DITCH THAT PROTRUDED 26 FT INSIDE THE RUNWAY LIGHTS. THE DITCH WAS LOCATED ABOUT 1654 FT FROM THE APPROACH END OF THE RUNWAY WHERE A STREAM CROSSED THROUGH A CULVERT, UNDER THE RUNWAY. THERE WERE INDICATIONS THAT THE DITCH HAD ERRODED INSIDE THE RUNWAY LIGHTS AFTER THE AIRPORT WAS CERTIFIED. SIX YELLOW HALVES OF 55 GALLON DRUMS WERE USED TO MARK THE OBSTRUCTION, BUT THEY WERE NOT LIGHTED. AS THE PILOT WAS SLOWING NEAR THE LEFT SIDE OF THE RUNWAY, THE LEFT MAIN GEAR AND NOSEWHEEL DROPPED INTO THE DITCH.



Brief of Accident (Continued)

File No. - 913

4/05/82

MCSHERRYSTOWN, PA

A/C Reg. No. N36737

Time (Lc1) - 1030 EST

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - SNOW
3. LANDING LIGHTS - NOT USED - PILOT IN COMMAND
4. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
5. UNSAFE/HAZARDOUS CONDITION WARNING - NOT USED - AIRPORT PERSONNEL
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
7. TERRAIN CONDITION - DITCH

-----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) 1,2,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 826      4/09/82      BEACH LAKE, PA      A/C Reg. No. N85940      Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - AERONCA 11AC  
Landing Gear - SKI/WHEEL  
Max Gross Wt - 1250  
No. of Seats - 2

Eng Make/Model - CONTINENTAL 65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 25.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

PRIVATE STRIP

Runway Ident - 07

Runway Lth/Wid - 900 -UNK/NR

Runway Surface - GRAVEL

Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1450

Make/Model- 1403

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 12

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF A SKI EQUIPPED AIRCRAFT BEGAN TAKING OFF ON A 900 FT STRIP. THERE WAS SNOW ON THE RUNWAY, BUT GRASS SHOWED THROUGH IN PLACES. THE PILOT REPORTED THAT THE AIRCRAFT SLOWED "VERY VERY LITTLE" WHILE CROSSING AN AREA WITH GRASS SHOWING. JUST BEYOND THIS SPOT, THE AIRCRAFT ENCOUNTERED AN AREA OF DEEPER SNOW WITH NO TRACKS PREVIOUSLY BROKEN THROUGH. THE PILOT REPORTED THAT THE AIRCRAFT WOULD NOT ACCELERATE IN THE DEEPER SNOW. THE LAST 40 TO 50 FT OF THE FIELD SLOPED DOWNWARD TO THE REMAINS OF A STONE WALL THAT HAD BEEN PARTIALLY REMOVED. JUST BEFORE GOING OFF THE SLOPE, THE PILOT ROTATED AND THE TAILWHEEL DRAGGED THROUGH THE DEEP SNOW. THE AIRCRAFT BECAME AIRBORNE, BUT SETTLED. THE TAIL OF THE PLANE STRUCK THE STONE WALL AND THE EMPENNAGE SEPARATED. THE AIRCRAFT CONTINUED THROUGH SOME BUSHES AND A SWAMPY AREA BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 826

4/09/82

BEACH LAKE, PA

A/C Reg. No. N85940

Time (Lc1) - 1700 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. LIFT-OFF - PREMATURE - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 918      4/11/82      CATAWISSA, PA      A/C Reg. No. N9227X      Time (Lcl) - 1415 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
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 - MANEUVERING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA 182  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 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- 260/015 KTS  
Visibility - 25.0 SM  
Cloud Conditions(1st) - 5500 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BLOOMBURG, 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)

PRIVATE  
SE LAND

Age - 35

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 870	Last 24 Hrs	- 0
Make/Model-	270	Last 30 Days-	0
Instrument-	UNK/NR	Last 90 Days-	0
Multi-Eng	- UNK/NR		

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PILOT DEPARTED THE AIRPORT TO ACCUMULATE TIME ON A OVERHAULED ENGINE. THE AIRPORT MANAGER STATED THAT SHORTLY AFTER TAKEOFF, THE PILOT CALLED ON THE UNICOM FREQUENCY THAT THE ENGINE AND AIRCRAFT WORKED LIKE NEW AND HE WAS COMPLETELY SATISFIED WITH EVERYTHING. THE AIRCRAFT WAS REPORTED BY WITNESSES TO HAVE CIRCLED THE AREA OF THE ACCIDENT SITE AT AN EXTREMELY LOW ALTITUDE, JUST PRIOR TO THE ACCIDENT. THE ACCIDENT OCCURRED WHEN THE LEFT WING OF THE AIRCRAFT STRUCK A POWERLINE. ABOUT 5 FT OF THE WING SEPARATED AND THE PLANE IMPACTED IN A FARM FIELD ON ROLLING TERRAIN. THE WIRE STRIKE OCCURRED NEAR THE THE HOME OF A FRIEND OF THE PILOT.

Brief of Accident (Continued)

File No. - 918

4/11/82

CATAWISSA, PA

A/C Reg. No. N9227X

Time (Lc1) - 1415 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
  2. OBJECT - WIRE, TRANSMISSION
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 970      5/10/82      HAZELTON, PA      A/C Reg. No. N77BF      Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	0	Serious	Minor
Type of Operation -PERSONAL	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91		Other	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - BRYAN HP-18	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - N/A	Weather Radar - UNK/NR
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	BLAIRSTOWN, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROUND ROBIN & RETURN	Runway Ident - N/A
Wind Dir/Speed- 340/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2450
SE LAND	Months Since - 15	Make/Model- 741
	Aircraft Type - UNK/NR	Instrument- 285
GLIDER		Multi-Eng - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED BLAIRSTOWN, PA ON A ROUND ROBIN, TRIANGULAR COURSE TO BETHEL AND DALLAS, PA AND RETURN TO BLAIRSTOWN. HE STATED THAT WHILE HE WAS PROCEEDING FROM BETHEL TO DALLAS HE ENCOUNTERED HEAVY SINKING CONDITIONS IN ADDITION TO A HEAD WIND. REPORTEDLY, THE WIND WAS FROM 340 DEGREES AT 20 GUSTING 35 KNOTS. THE PILOT REPORTED THAT THE SINKING CONDITIONS PERSISTED AND HE WAS FORCED TO LAND. HE STATED THE GLIDER WAS FORCED DOWN INTO TREES ADJACENT TO HIS INTENDED LANDING AREA.

Brief of Accident (Continued)

File No. - 970

5/10/82

HAZELTON, PA

A/C Reg. No. N77BF

Time (Lc1) - 1515 EDT

---

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - DOWNDRAFT
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. TERRAIN CONDITION - HIGH TERRAIN
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  6. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 849      6/08/82      PERKASIE, PA      A/C Reg. No. N3670V      Time (Lcl) - 1930 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  
Crew 0  
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-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/004 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  
WILLOW GROVE, PA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

PENNRIDGE  
Runway Ident - 26  
Runway Lth/Wid - 4000/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 40

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 38	Last 24 Hrs - 3
Make/Model- 38	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT, THE STUDENT PILOT ELECTED TO PROCEED TO PERKASIE, PA TO PRACTICE LANDINGS. THE PILOT REPORTED THAT WHEN HE FLARED FOR A LANDING, HE BROUGHT THE NOSE UP TOO HIGH AND THEN OVERCOMPENSATED. WHEN HE LOWERED THE NOSE, THE AIRCRAFT TOUCHED DOWN HARD AND THEN BOUNCED. THE STUDENT ELECTED NOT TO GO AROUND, AND SUBSEQUENTLY, THE PLANE TOUCHED DOWN HARD AGAIN AND THE PROPELLER STRUCK THE RUNWAY. DAMAGE WAS REPORTED TO THE NOSEWHEEL, THE FIREWALL, AND AN ENGINE MOUNT.



Brief of Accident (Continued)

File No. - 849

6/08/82

PERKASIE, PA

A/C Reg. No. N3670V

Time (Lc1) - 1930 EDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 938      6/09/82      SHREWSBURY, PA      A/C Reg. No. 3353G      Time (Lcl) - 1540 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 - MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - SCHEICHER K8B  
Landing Gear - N/A  
Max Gross Wt - 684  
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- 030/007 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WOODBINE, MD  
Destination  
SHREWSBURY, 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  
SE LAND  
  
GLIDER

Age - 20  
Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 84  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A ROUND ROBIN, CROSS-COUNTRY FLIGHT FROM WOODBINE, MD TO SHREWSBURY, PA AND RETURN. WHEN HE ARRIVED OVER SHREWSBURY, HE MANEUVERED THE GLIDER TO TAKE A PICTURE OF HIS TURN POINT. WHILE TAKING THE PICTURE, HE SKIDDED THE GLIDER TO INCLUDE THE WING TIP IN THE PICTURE. AFTER TAKING THE PICTURE, HE NOTICED THE GLIDER HAD ENTERED AN OVERSPEED CONDITION. TO SLOW THE SPEED, THE AIRBRAKES WERE OPENED. HOWEVER, AT THAT POINT, THE FABRIC ON THE RIGHT WING TORE LOOSE AND THE GLIDER ENTERED A STEEP RIGHT SPIRAL. FULL LEFT RUDDER AND AILERON WERE APPLIED, BUT THE PILOT WAS UNABLE TO MAINTAIN FULL CONTROL OF THE GLIDER. HE ATTEMPTED TO MANEUVER THE GLIDER INTO A FIELD, BUT COLLIDED WITH TREES SHORT OF THE INTENDED LANDING AREA.

Brief of Accident (Continued)

File No. - 938

6/09/82

SHREWSBURY,PA

A/C Reg. No. 3353G

Time (Lcl) - 1540 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. WING,SKIN - OVERLOAD
  2.    VA - EXCEEDED - PILOT IN COMMAND
  3. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

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. - 1000      6/15/82      KITTANNING, PA      A/C Reg. No. N9276Z      Time (Lc1) - 1325 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - POWER AND PIPELINE PATROL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	2	0	0
Accident Occurred During -MANEUVERING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-3B-1	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 3	Rated Power - 280 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2200
SE LAND	Months Since - 4	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 804
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 68
		Multi-Eng - UNK/NR
		Rotorcraft - 2200

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS ON A POWERLINE PATROL FLIGHT WITH THREE OCCUPANTS ON BOARD. WHILE PROCEEDING ALONG THE POWERLINE WITH A TAILWIND, THE PILOT STARTED TO CLIMB OVER A HILL. HE STATED TO THE PASSENGERS THAT HE WAS UNABLE TO OUT CLIMB THE HILL, THEN CIRCLED TO THE RIGHT AND GAINED MORE AIRSPEED TO TOP THE HILL. AFTER TOPPING THE HILL, HE STARTED DOWN THE OTHER SIDE WHILE TO THE LEFT AND ABOUT 10 FT ABOVE THE POWERLINE WITH AN AIRSPEED OF 0 TO 20 KTS. ABOUT 1/4 MILE DOWN THE HILL AND AT 200 FT LOWER ELEVATION, THE HELICOPTER APPROACHED ANOTHER LINE THAT CROSSED OVER THE LINE THAT WAS BEING PATROLLED. AT ABOUT THAT TIME, THE HELICOPTER ENTERED A STEEP TURN OVER THE LINE BEING PATROLLED AND BELOW THE OTHER. THE HELICOPTER AVOIDED THE LINES, BUT CRASHED. THE TRANSMISSION SHEARED DURING IMPACT, MOVED FORWARD, AND CAUSED FATAL INJURY TO THE PILOT. THE PASSENGERS SUSPECTED A LOSS OF POWER, BUT NO PRECRASH FAILURE WAS FOUND. AC61-13B WARNS OF POSSIBLE "SETTLING WITH POWER" IN STEEP POWER APPROACHES NEAR ZERO AIRSPEED.

Brief of Accident (Continued)

File No. - 1000

6/15/82

KITTANNING, PA

A/C Reg. No. N9276Z

Time (Lcl) - 1325 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - TAILWIND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - GROUND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

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. - 841      6/18/82      NORTH MYRTLE BEACH, SC      A/C Reg. No. N69SC      Time (Lcl) - 1935 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 402C	Eng Make/Model - CONTINENTAL TS10-520-VB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6850	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 10	Rated Power - 325 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LUMBERTON, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NORTH MYRTLE BEACH, SC	GRAND STRAND
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 1.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5996/ 150
Cloud Conditions(1st) - 400 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 600 FT OVERCAST	Type Approach Flown - ILS - COMPLETE	Runway Status - WATER COVERED
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
COMMERCIAL, CFI	Current - YES	Total - 18146
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 3500
		Last 30 Days- UNK/NR
		Instrument- 1573
		Last 90 Days- 77
		Multi-Eng - 12034

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE A VOR APPROACH TO RUNWAY 05, BUT WAS UNABLE TO SEE WELL ENOUGH AT THE MDA TO LAND. HE WAS INFORMED THAT OTHER AIRCRAFT HAD PREVIOUSLY LANDED ON RUNWAY 23 AND HAD REPORTED BETTER VISIBILITY. THE PILOT THEN REQUESTED AND WAS VECTORED FOR AN ILS APPROACH TO RUNWAY 23. THE PILOT RECALLED THAT DURING THE ILS APPROACH, THE WIND WAS REPORTED TO BE FROM 306 DEGREES AT 12 KNOTS. DURING THE LANDING, THE AIRCRAFT TOUCHED DOWN IN STANDING WATER AND VEERED RIGHT. THE PILOT REPORTED THAT THE PLANE SUBSEQUENTLY DEPARTED THE RUNWAY, RAN INTO DEEP WATER AND SOFT TERRAIN, AND THE NOSE GEAR HIT A VASI LIGHT AND FAILED. THE PILOT REPORTED THAT WHEN HE STEPPED OUT OF HIS AIRCRAFT, THE WATER WAS ANKLE DEEP BESIDE THE RUNWAY AND THE RAIN WAS COMING DOWN IN SHEETS. ANOTHER PILOT REPORTED VERTICAL WINDSHEAR.

Brief of Accident (Continued)

File No. - 841

6/18/82

NORTH MYRTLE BEACH, SC

A/C Reg. No. N69SC

Time (Lc1) - 1935 EDT

---

Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - RAIN
  4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
  5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  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) 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. - 880      6/22/82      ABBEVILLE, SC      A/C Reg. No. N5104S      Time (Lc1) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA R182  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC

Itinerary

Last Departure Point  
HENDERSONVILLE, NC  
Destination  
ROCKLEDGE, FL

Airport Proximity  
ON AIRPORT

Airport Data

DAVIS FIELD  
Runway Ident - 08  
Runway Lth/Wid - 2240/ 40  
Runway Surface - ASPHALT  
Runway Status - WET

Wind Dir/Speed- 200/011 KTS  
Visibility - 2.5 SM  
Cloud Conditions(1st) - 200 FT SCATTERED  
Cloud Conditions(2nd) - 900 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 38

Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 379	Last 24 Hrs	- 4
Make/Model	- 249	Last 30 Days	- UNK/NR
Instrument	- 21	Last 90 Days	- 8
Multi-Eng	- 48		

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT ENCOUNTERED ADVERSE WEATHER CONDITIONS AND ELECTED TO MAKE A PRECAUTIONARY LANDING AT A NEARBY AIRPORT. HE REPORTED THAT HE LANDED ABOUT 700 FT FROM THE APPROACH END OF THE RUNWAY AT 70 KNOTS, HYDROPLANED, AND CONTINUED OFF THE DEPARTURE END. A WITNESS REPORTED THAT THE PLANE TOUCHED DOWN BEYOND THE MIDFIELD POINT. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT ENCOUNTERED A SOFT MUDDY AREA AND NOSED OVER.



Brief of Accident (Continued)

File No. - 880

6/22/82

ABBEVILLE, SC

A/C Reg. No. N5104S

Time (Lcl) - 1145 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN

Occurrence #2 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - ENGAGED
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - WET
9. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 984      7/24/82      LITTLE RIVER, SC      A/C Reg. No. N1181S      Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-2-33A  
Landing Gear - N/A  
Max Gross Wt - 1040  
No. of Seats - 2

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- 155/002 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

CYPRESS BAY  
Runway Ident - 15  
Runway Lth/Wid - 3000/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND

GLIDER

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - SGS233A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1468	Last 24 Hrs	- 3
Make/Model-	309	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	380
Multi-Eng	- 15		

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE LEFT WING OF THE GLIDER STRUCK THE LEFT WING OF ANOTHER GLIDER OF THE SAME MAKE AND MODEL. THE OTHER GLIDER, N1211S WAS BEING READED FOR A FLIGHT AND WAS POSITIONED WITH ITS LEFT WING OVERLAPPING THE RUNWAY. THE PILOT OF N1211S ATTEMPTED TO TURN THE GLIDER AWAY FROM N1181S, BUT THE WIND CAUGHT THE LEFT WING AND RAISED IT HIGH ENOUGH TO COLLIDE WITH THE LEFT WING OF THE LANDING GLIDER. NORMALLY, RUNWAY 33 WAS USED TO LAUNCH THE GLIDERS WHILE RUNWAY 15 WAS UTILIZED FOR LANDINGS.

Brief of Accident (Continued)

File No. - 984

7/24/82

LITTLE RIVER, SC

A/C Reg. No. N1181S

Time (Lcl) - 1345 EDT

---

Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. OBJECT - AIRCRAFT PARKED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 823      4/23/82      SPEARFISH, SD      A/C Reg. No. N5066G      Time (Lcl) - 1500 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	0	0	0	0
Accident Occurred During	-LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-K2C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 115 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 - 35.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>BLACK HILLS</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 2975/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 33</p> <p>Make/Model- 33</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 16</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED ON RUNWAY 30 TO PRACTICE TOUCH AND GO LANDINGS. HE IMMEDIATELY ENTERED THE TRAFFIC PATTERN FOR RUNWAY 26. HE SAID HE MADE A POWER ON, SOFT FIELD LANDING, TOUCHING DOWN AT 65 KNOTS IAS, AND THEN IMMEDIATELY STARTED A TAKEOFF. REPORTEDLY AFTER LIFT-OFF, HE LOWERED THE NOSE TO GAIN ADDITIONAL AIRSPEED, AND BEGAN TO CLIMB. AT ABOUT 100 TO 150 FT AGL, THE AIRCRAFT BEGAN TO SETTLE BACK TOWARDS THE RUNWAY. THE PILOT SAID THAT HE ATTEMPTED TO RAISE THE AIRSPEED AND MAINTAIN ALTITUDE, BUT WAS UNABLE. THE AIRCRAFT TOUCHED DOWN, OVERRAN THE DEPARTURE END OF THE RUNWAY, AND STRUCK A FENCE. AFTER LANDING, THE WIND SOCK INDICATED A QUARTERING TAILWIND. AN INVESTIGATION INDICATED THAT THERE SHOULD HAVE BEEN SUFFICIENT RUNWAY AVAILABLE FOR A TOUCH AND GO LANDING. THE DENSITY ALTITUDE WAS CALCULATED TO BE 5885 FT MSL. THERE WERE FOUR RUNWAYS AT THIS AIRPORT. THE DENSITY ALTITUDE WAS ABOUT 5700 FT.

Brief of Accident (Continued)

File No. - 823

4/23/82

SPEARFISH,SD

A/C Reg. No. N5066G

Time (Lcl) - 1500 MST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

8. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 827      5/10/82      STURGIS, SD      A/C Reg. No. N5266J      Time (Lc1) - 1400 CDT

-----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

		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 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-HD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/024 KTS  
Visibility - 30.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 233  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Instrument- 1  
Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED IN AN OPEN FIELD TO GO TO AN AUCTION. WHEN HE TAXIED BACK DOWNWIND TO START HIS TAKEOFF, THE WIND WAS GUSTING TO 28 KNOTS. THE PILOT ESTIMATED THAT HE WAS MOVING ABOUT 15 MPH AS HE TURNED TO HEAD BACK INTO THE WIND. AS HE STARTED A RIGHT TURN, THE WIND CAUGHT THE RIGHT WING AND THE PLANE FLIPPED OVER ON ITS BACK. AFTERWARDS, THE PILOT BELIEVED HE WAS TAXIING TOO FAST.

Brief of Accident (Continued)

File No. - 827

5/10/82

STURGIS, SD

A/C Reg. No. N5266J

Time (Lcl) - 1400 CDT

Occurrence

NOSE OVER

Phase of Operation

TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 955      5/22/82      MEMPHIS,TN      A/C Reg. No. N9356      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
SUPPLEMENTAL	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	1	0	4
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	52
Accident Occurred During -DESCENT		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - DOUGLAS DC-9-15F	Eng Make/Model - P&W JT8D-7B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 141000	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 80	Rated Power - 14000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	HUNTSVILLE,AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MEMPHIS,TN	MEMPHIS INTERNATIONAL
Wind Dir/Speed- 290/008 KTS		Runway Ident - UNK/NR
Visibility - 2.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 2500 FT BROKEN	Type of Flight Plan - IFR	Runway Surface - UNK/NR
Cloud Conditions(2nd) - 8000 FT OVERCAST	Type of Clearance - IFR	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR	Type Approach Flown - UNK/NR	
Precipitation - RAIN SHOWER		
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)
ATP	Current - YES	Total - 19561
ME LAND	Months Since - 3	Make/Model- 10170
	Aircraft Type - DC-9	Instrument- 4008
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 77
		Last 90 Days- 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE AIRCREW RECEIVED WEATHER DATA THAT INCLUDED A FORECAST FOR A SEVERE THUNDERSTORM WATCH. WHILE EN ROUTE, THE CAPTAIN ELECTED TO LEAVE THE SEAT BELT SIGN ON FOR THE ENTIRE FLIGHT. THE FLIGHT WAS ROUTINE UNTIL A DESCENT WAS STARTED INTO THE DESTINATION. THE CAPTAIN STATED THAT HE WAS NOT RECEIVING ANY RADAR RETURNS, BUT BASED ON HIS OBSERVATION, HE THOUGHT THAT THE WEATHER MIGHT BECOME BUMPY. HE ANNOUNCED ON THE PUBLIC ADDRESS SYSTEM THAT DURING THE DESCENT, CHOPPY AIR MAY BE ENCOUNTERED. HE DIRECTED THE FLIGHT ATTENDANTS TO DISCONTINUE CABIN SERVICE, SECURE THE CABIN, AND RETURN TO THEIR STATIONS. ALSO, HE REQUESTED ALL PASSENGERS TO REMAIN SEATED WITH THEIR SEAT BELTS SECURELY FASTENED. THE "A" FLIGHT ATTENDANT SECURED THE GALLEY AND TOOK HER SEAT. HOWEVER, THE "B" FLIGHT ATTENDANT WAS GOING TO HER SEAT WHEN TURBULENCE WAS ENCOUNTERED. AT THAT TIME, SHE LOST HER BALANCE, HIT THE CEILING, AND THEN LANDED ON THE FLOOR WITH AN INJURED NECK AND RIGHT FOOT.



Brief of Accident (Continued)

File No. - 955

5/22/82

MEMPHIS, TN

A/C Reg. No. N9356

Time (Lcl) - 1430 CDT

---

Occurrence            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
  2. WEATHER CONDITION - TURBULENCE IN CLOUDS
  3. SEAT BELT - NOT USED - FLIGHT ATTENDANT
- 

-----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. - 892      6/10/82      PARSONS, TN      A/C Reg. No. N41BS      Time (Lc1) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL - SOLO  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	0	
Other 0	0	0	0	

-----Aircraft Information-----

Make/Model - BENSEN B-8M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 528  
No. of Seats - 1

Eng Make/Model - VOLKSWAGON  
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- 090/010 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

SCOTT FIELD  
Runway Ident - 15  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT  
GYROPLANE

Age - 44  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 23	Last 24 Hrs - 0
Make/Model- 23	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 4
	Rotorcraft - 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT JUST PRIOR TO TOUCHDOWN, A GUST OF WIND YAWED THE GYROCOPTER WHICH HE ATTEMPTED TO CONTROL WITH RUDDER AND INCREASED PROPELLER RPM. HE STATED THAT THE POWER INCREASE RESULTED IN A SHARP YAW TO THE LEFT AND A LOSS OF CONTROL. THE GYROCOPTER STRUCK THE GROUND AND TIPPED ON ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 892

6/10/82

PARSONS, TN

A/C Reg. No. N41BS

Time (Lcl) - 1900 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - FOG
  3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  4.    IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 872      6/26/82      HIXSON, TN      A/C Reg. No. N2604P      Time (Lcl) - 2252 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -APPROACH		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DALLAS BAY SKY PARK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 05
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3025/ 50
Cloud Conditions(1st) - 2000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 3000
SE LAND	Months Since - 9	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO TAKEOFF ON A DARK NIGHT WITHOUT RUNWAY LIGHTS. HE STATED THAT THE RUNWAY LIGHTS WERE NOT AVAILABLE AT THE TIME SINCE THE OPERATOR WAS OUT OF TOWN. ACCORDING TO THE PILOT AND OTHER WITNESSES, AT LEAST PART OF THE AIRPORT ENVIRONMENT WAS ILLUMINATED BY THE LIGHTS NEAR THE APPROACH END OF RUNWAY 23. THE PILOT REPORTED THAT HE CLIMBED STRAIGHT AHEAD TO 400 FT AGL AFTER TAKING OFF FROM RUNWAY 23. REPORTEDLY AT THAT ALTITUDE, HE TURNED RIGHT, THEN BACK LEFT, INTENDING TO LAND ON RUNWAY 05. HE SAID THAT HE TURNED TO WHERE HE EXPECTED TO FIND THE RUNWAY AND BEGAN HIS DESCENT. THE LANDING LIGHT WAS NOT AS BRIGHT AS HE ANTICIPATED. THE VISIBILITY WAS RESTRICTED SLIGHTLY BY HAZE, AND THE BRIGHT LIGHTS OF THE BALL PARK MADE IT DIFFICULT TO SEE. ALSO, HE REPORTED THAT MANY OF THE BALL PARK LIGHTS WERE TURNED OFF CAUSING A BLACK AREA WHICH WAS DISORIENTING. WHILE DESCENDING TO RUNWAY 05, THE PLANE STRUCK A TREETOP AND CAME TO REST IN A WOODED AREA.

Brief of Accident (Continued)

File No. - 872

6/26/82

HIXSON,TN

A/C Reg. No. N2604P

Time (Lc1) - 2252 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HAZE
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. IMPROPER DECISION, VISUAL/AURAL DETECTION - PILOT IN COMMAND
8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 995      4/13/82      LAMESA, TX

A/C Reg. No. N3645J

Time (Lcl) - 2000 CST

-----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 NONE  
Crew 0  
Pass 0  
Other 0

-----Aircraft Information-----

Make/Model - CESSNA 150G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

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

Wind Dir/Speed- 190/006 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - 25000 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 275  
Last 24 Hrs - 1  
Make/Model- 275  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- 18  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CIRCLING THE AIRPORT AT NIGHT WHEN THE ENGINE BEGAN LOSING POWER. HE APPLIED CARBURETOR HEAT, BUT POWER COULD NOT BE REGAINED. THE PROPELLER WAS WINDMILLING WHEN HE LANDED IN A FLAT, PLOWED FIELD AND NOSED OVER. THE PILOT HAD SUSPECTED CARBURETOR ICE, BUT THE TEMPERATURE AND DEW POINT WERE 77 AND 28 DEGREES. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE NOT FAVORABLE FOR ICING. AN EXAMINATION OF THE ENGINE REVEALED NO MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 995

4/13/82

LAMESA, TX

A/C Reg. No. N3645J

Time (Lcl) - 2000 CST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    APPROACH - CIRCLING(IFR)

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. LIGHT CONDITION - DARK NIGHT  
3. TERRAIN CONDITION - SOFT  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 996      4/14/82      CLEVELAND, TX      A/C Reg. No. N1225G      Time (Lcl) - 1500 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 -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - QUICKIE	Eng Make/Model - ONAN B48M	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 452	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 22 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CLEVELAND MUNICIPAL
Wind Dir/Speed- 120/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 12000 FT SCATTERED	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 590
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 43
		Last 90 Days- 251
		Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF WITH FULL POWER, THE PILOT TURNED LEFT TO A CROSSWIND POSITION. SHORTLY THEREAFTER, HE NOTICED A PARTIAL POWER LOSS AND TURNED FURTHER LEFT TO A DOWNWIND. FROM THIS POSITION, THERE WAS A POWERLINE BETWEEN HIM AND THE RUNWAY. HE ELECTED TO LAND IN A PLOWED FIELD RATHER THAN ATTEMPT TO CROSS OVER THE POWERLINE. DURING THE LANDING, THE PLANE WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED THERE WAS WATER IN THE FUEL SYSTEM. THE PILOT REPORTED THAT BEFORE THIS FLIGHT, THE PLANE HAD BEEN PARKED OUTSIDE FOR FIVE DAYS WITH THE FUEL TANK HALF FULL. ALSO, THERE HAD BEEN HEAVY RAINS DURING THE LAST THREE DAYS OF THAT PERIOD.



Brief of Accident (Continued)

File No. - 996

4/14/82

CLEVELAND, TX

A/C Reg. No. N1225G

Time (Lc1) - 1500 CST

-----  
Occurrence #1       LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation   TAKEOFF

Finding(s)

1. FLUID, FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2       FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3       NOSE DOWN  
Phase of Operation   LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 994      4/17/82      BRECKENRIDGE, TX      A/C Reg. No. N61923      Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 010/010 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FT WORTH, TX  
Destination  
BRECKENRIDGE, TX

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

STEPHENS COUNTY  
Runway Ident - 03  
Runway Lth/Wid - 2400/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 25  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 35  
Make/Model- 4  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED AT AN EN ROUTE AIRPORT WHILE THE STUDENT PILOT WAS ON A CROSS-COUNTRY FLIGHT. UPON ARRIVAL AT THE EN ROUTE AIRPORT, HE ENTERED TRAFFIC FOR A LANDING ON RUNWAY 03 IN WINDS FROM 010 DEGREES AT 10 KTS GUSTING TO 27 KTS. THE STUDENT REPORTED THAT ON FINAL APPROACH, HE LOWERED 20 DEGREES OF FLAPS AND CONTINUED WITH A CRAB TO THE LEFT. REPORTEDLY DURING TOUCHDOWN, HE ENCOUNTERED A STRONG GUST OF WIND AND SUDDENLY FOUND THE PLANE ABOUT 6 TO 8 FT ABOVE THE RUNWAY. HE HELD SLIGHT UP ELEVATOR HOPING THE PLANE WOULD SETTLE TO THE RUNWAY, BUT THE NOSE FELL AND THE PLANE BOUNCED 2 TIMES. AFTER THE PLANE WAS SLOWED DURING THE LANDING ROLL, THE PILOT NOTICED A FLAT NOSE TIRE. HE CLEARED THE RUNWAY AND SHUT DOWN. AN INVESTIGATION REVEALED THAT THE PROPELLER AND FIREWALL WERE BENT. REPORTEDLY, THE STUDENT HAD RECEIVED NO INSTRUCTION IN CROSSWIND LANDINGS OR RECOVERY FROM BOUNCED LANDINGS.

Brief of Accident (Continued)

File No. - 994

4/17/82

BRECKENRIDGE, TX

A/C Reg. No. N61923

Time (Lc1) - 1130 CST

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  4.    IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
  5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  6.    IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 820      5/02/82      SAN ANTONIO, TX      A/C Reg. No. N7836C      Time (Lcl) - 1848 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	1	0	2	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 - MOONEY M20A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR  
Weather Radar - 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- 120/007 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - 6000 FT SCATTERED  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
VANDERPOOL, TX  
Destination  
SAN ANTONIO, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TWIN OAKS  
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 - 51  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5900  
Make/Model- 7  
Instrument- 1450  
Multi-Eng - 1050  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED THE TRAFFIC PATTERN FOR A LANDING ON RUNWAY 30 WITH A 7 KNOT TAILWIND. ON FINAL APPROACH, HE WAS NOT SATISFIED WITH HIS PATTERN AND ELECTED TO GO-AROUND. DURING THE GO-AROUND AND CLIMB, A MAP AND CHECKLIST FELL INTO THE RECESS BETWEEN THE SEATS AND INTERFERED WITH THE GEAR HANDLE. THE PILOT CONTINUED IN THE PATTERN WHILE REMOVING THE ARTICLES. HE THOUGHT THAT HE HAD LOWERED THE GEAR PRIOR TO THE NEXT LANDING. HOWEVER, WITNESSES REPORTED THAT ON THE SECOND APPROACH, THE AIRCRAFT TOUCHED DOWN WITH THE GEAR UP. THE PILOT INITIATED ANOTHER GO-AROUND AND PULLED UP TO CLEAR OBSTACLES BEYOND THE END OF THE RUNWAY. HOWEVER, THE LEFT WING OF THE AIRCRAFT HIT TREES AND A HOUSE TOP. THE AIRCRAFT THEN STRUCK A TELEPHONE POLE AS IT CRASHED. A NUMBER OF PROPELLER SLASH MARKS AND A FOUR INCH WIND SCRAPE MARK WERE FOUND ABOUT 500 TO 700 FT DOWN THE 1800 FT RUNWAY. IN THIS AIRCRAFT, THE GEAR IS EXTENDED BY RAISING THE GEAR HANDLE AND RETRACTED BY LOWERING THE HANDLE.

Brief of Accident (Continued)

File No. - 820

5/02/82

SAN ANTONIO, TX

A/C Reg. No. N7836C

Time (Lc1) - 1848 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

6. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. OBJECT - RESIDENCE
9. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 973      5/03/82      ALVIN, TX      A/C Reg. No. N8456V      Time (Lcl) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -APPLYING SEEDS, CHEMICALS, ETC  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - ROCKWELL INTL S-2R  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 7800  
No. of Seats      - 1

Eng Make/Model      - U/A OF CANADA PT6A-27  
Number Engines      - 1  
Engine Type      - TURBOPROP  
Rated Power      - 750 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 130/005 KTS  
Visibility      - 15.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALVIN  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 4000 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2900  
Make/Model- 900  
Instrument- 11  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT'S FATHER REPORTED THAT HE AND HIS SON WERE EN ROUTE IN SEPARATE AIRCRAFT TO APPLY FERTILIZER TO A RICE FIELD. HE NOTICED HIS SON DIVE FROM 500 FT TO ABOUT 100 FT WHERE THE AIRCRAFT STRUCK THE TOP GROUND WIRES OF A TRANSMISSION LINE. THE PLANE CRASHED IN A FIELD AND BURNED, AND THE PILOT WAS SERIOUSLY BURNED. THE CONTINUITY OF THE FLIGHT CONTROLS COULD NOT BE ESTABLISHED SINCE THE ALUMINUM TORQUE TUBES WERE BURNED. HOWEVER, ALL OF THE STEEL BELLCRANKS AND ROD ENDS WERE IN PLACE.

Brief of Accident (Continued)

File No. - 973

5/03/82

ALVIN, TX

A/C Reg. No. N8456V

Time (Lc1) - 1245 CST

---

Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

---

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 945      2/17/82      BLANDING,UT      A/C Reg. No. N4814K      Time (Lcl) - 1000 MST

-----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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 210  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4016  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 310 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 - IMC  
Wind Dir/Speed- UNK/NR  
Visibility - 1.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- GROUND FOG  
Precipitation - UNK/NR  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PROVO,UT  
Destination  
BLANDING,UT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - UNK/NR  
Type Approach Flown - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

BLANDING CITY MUNICIPAL  
Runway Ident - UNK/NR  
Runway Lth/Wid - 6000/ 75  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42

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 - 794	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 54	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE VISIBILITY WAS FIVE MILES WHEN HE LANDED. HOWEVER, ACCORDING TO THE AIRPORT MANAGER, IT WAS LESS THAN ONE MILE WITH GROUND FOG. DURING THE LANDING, THE LEFT WING STRUCK THE GROUND WHEN THE PLANE TOUCHED DOWN SHORT OF THE RUNWAY WITH AN UNBALANCED FUEL LOAD. ACCORDING TO THE PILOT, THE LEFT FUEL TANK WAS FULL AND THE RIGHT TANK WAS EMPTY. AN INVESTIGATION REVEALED THAT AFTER THE LEFT WING STRUCK THE GROUND, THE NOSE GEAR STRUCK THE GROUND AND THE LEFT MAIN GEAR COLLAPSED. THE AIRCRAFT THEN SKIDDED 55 YARDS, TURNED 90 DEGREES TO THE LEFT, AND STOPPED ABOUT 30 TO 40 FEET SHORT OF THE APPROACH END OF THE RUNWAY. THE AIRPORT ELEVATION WAS 5865 FT MSL.



Brief of Accident (Continued)

File No. - 945

2/17/82

BLANDING,UT

A/C Reg. No. N4814K

Time (Lcl) - 1000 MST

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3           DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #4           MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 956      2/18/82      ST. GEORGE,UT      A/C Reg. No. N4295S      Time (Lc1) - 1715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CRUISE

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - BEECH A36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-B  
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- 020/011 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAS VEGAS,NV

Destination

ST. GEORGE,UT

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,ME LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1107

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A FLIGHT FROM LAS VEGAS, NEVADA TO ST. GEORGE, UTAH WHEN IT FLEW PAST THE DESTINATION AND STRUCK THE SIDE OF A MOUNTAIN. THE CRASH SITE WAS LOCATED ABOUT 15 MILES BEYOND THE DESTINATION AT AN ELEVATION OF ABOUT 7600 FT MSL. THE SITE WAS ALMOST DIRECTLY IN LINE WITH THE DEPARTURE POINT AND THE MORMON MESA VORTAC. THE MORMON MESA VORTAC WAS LOCATED ABOUT HALF WAY BETWEEN LAS VEGAS AN ST. GEORGE. THE AIRCRAFT WAS EQUIPPED WITH AN AUTOPILOT. MEMBERS OF THE PILOT'S FAMILY BELIEVED THAT HE WENT TO SLEEP WHILE FLYING WITH THE AUTOPILOT ON. A TOXICOLOGICAL CHECK SHOWED TRACES OF COCAINE.

Brief of Accident (Continued)

File No. - 956

2/18/82

ST. GEORGE,UT

A/C Reg. No. N42955

Time (Lcl) - 1715 MST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2.     IMPROPER DECISION, INCAPACITATION - PILOT IN COMMAND
3.     IMPROPER DECISION, FATIGUE (LACK OF SLEEP) - 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. - 814 4/28/82 VERMAL,UT

A/C Reg. No. N48217

Time (Lcl) - 1000 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

SUBSTANTIAL

Fatal

Serious

Minor

None

Type of Operation -EXTERNAL LOAD

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

2

0

0

Accident Occurred During -LANDING

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - BELL 47G-3B-1

Eng Make/Model - LYCOMING TVO-435

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2950

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

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- VARIABLE

Visibility - 50.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

VERMAL

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 41

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP

Current - YES

Total - 4983

Last 24 Hrs - 4

SE LAND

Months Since - 13

Make/Model- 4

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 130

Last 90 Days- 22

Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE EXPERIENCED A PARTIAL LOSS OF ENGINE POWER DURING LANDING AT AN ELEVATION OF ABOUT 5280 FT MSL. THE TEMPERATURE WAS ABOUT 50 DEGREES FAHRENHEIT. HE APPLIED FULL THROTTLE, BUT THE RPM DECAYED AND THE PLANE CRASH LANDED. A PARTIAL ENGINE TEARDOWN REVEALED THAT THE GROUNDING WIRE ON THE RIGHT MAGNETO WAS DISCONNECTED. ON THIS MAGNETO, A BENDIX S-200, THE DISCONNECTED WIRE WOULD CAUSE THE MAGNETO TO GROUND OUT AND CEASE FUNCTIONING. WITH ONE MAGNETO GROUNDED, THERE WOULD BE A LOSS OF ABOUT 200 RPM.

Brief of Accident (Continued)

File No. - 814

4/28/82

VERMAL,UT

A/C Reg. No. N48217

Time (Lcl) - 1000 MST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. IGNITION SYSTEM,LOW TENSION WIRING - DISCONNECTED
  3. IGNITION SYSTEM,MAGNETO - INOPERATIVE
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

4. TERRAIN CONDITION - HIGH TERRAIN
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 968 5/30/82 RADFORD,VA

A/C Reg. No. N2931

Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - MIGNET HM293  
Landing Gear - UNK/NR  
Max Gross Wt - 900  
No. of Seats - 1

Eng Make/Model - MCCULLOCH O-100-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Basic Weather

Wind Dir/Speed- 230/004 KTS  
Visibility - 5.0 SM

ATC/Airspace

Cloud Conditions(1st) - 6000 FT SCATTERED  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE  
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)  
COMMERCIAL  
SE LAND

Age - 48

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1868	Last 24 Hrs	- UNK/NR
Make/Model	- 472	Last 30 Days	- 0
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING FLIGHT, THE PILOT BEGAN FLYING OVER A RIVER IN HIS HOMEBUILT HM293 "FLEA." HE REPORTED THAT HE HAD STARTED A RIGHT TURN AND WAS LOOKING FOR A BRIDGE WHEN THE LEFT WING TIP STRUCK WIRES. THE WIRES WERE PART OF A RAILWAY SIGNAL LINE THAT CROSSED THE RIVER IN THAT LOCATION. THE AIRCRAFT CRASHED INTO THE RIVER AND THE PILOT SWAN TO SHORE WITH ONLY MINOR INJURIES. HE REPORTED THAT THE TOP WING RESTRICTED HIS VISIBILITY WHEN THE AIRCRAFT WAS IN A TURN.

Brief of Accident (Continued)

File No. - 968

5/30/82

RADFORD, VA

A/C Reg. No. N2931

Time (Lc1) - 1130 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 888      6/04/82      RED OAK,VA      A/C Reg. No. N9373U      Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SOUTH BOSTON,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 700 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 1000 FT OVERCAST	Type Approach Flown - NONE	
Obstructions to Vision- HAZE		
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 - 272
SE LAND	Months Since - 11	Make/Model- 266
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS ON A LOCAL FLIGHT WHEN THE WEATHER BEGAN TO DETERIORATE. HE DECIDED TO MAKE A PRECAUTIONARY LANDING IN A LARGE BEAN FIELD. WHILE ON A LANDING APPROACH, THE AIRCRAFT STRUCK A UTILITY LINE, WRAPPING THE WIRE AROUND THE PROPELLER AND ENGINE COWLING. SUBSEQUENTLY, THE PILOT WAS FORCED TO LAND IN AN ADJACENT FIELD WHICH WAS ON A ROLLING HILLSIDE. DURING THE LANDING, THE LEFT WING AND NOSE GEAR HIT THE TERRAIN RESULTING IN FURTHER DAMAGE.



Brief of Accident (Continued)

File No. - 888

6/04/82

RED OAK,VA

A/C Reg. No. N9373U

Time (Lc1) - 1715 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - HAZE
4. WEATHER CONDITION - LOW CEILING

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
6. OBJECT - WIRE,TRANSMISSION
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 843      6/15/82      LYNCHBURG, VA      A/C Reg. No. N9843D      Time (Lcl) - 2200 EDT

-----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	

-----Aircraft Information-----

Make/Model	- PIPER 22-160	Eng Make/Model	- LYCOMING O-320-B2A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2000	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	NEWPORT NEWS, VA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SOUTH BOSTON, VA		LYNCHBURG MUNICIPAL	
Wind Dir/Speed	- 240/008 KTS			Runway Ident	- 21
Visibility	- 8.0 SM	ATC/Airspace		Runway Lth/Wid	- 5799/ 150
Cloud Conditions(1st)	- 4000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Approach Flown	- NONE		
Precipitation	- NONE				
Condition of Light	- NIGHT (DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 382	Last 24 Hrs - 3
SE LAND	Months Since - 8	Make/Model - 72	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 13	Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF FROM NEWPORT NEWS, VA ON A VFR FLIGHT TO SOUTH BOSTON, VA. LATER AT DUSK, HE CONTACTED THE ROANOKE FSS AND ASKED FOR AN "ACCURATE FIX" OF HIS POSITION. AT THAT TIME, THE PILOT INDICATED THAT HE WAS LOW ON FUEL. FSS PERSONNEL REPORTED THAT THE PLANE WAS NOT EQUIPPED WITH A TRANSPONDER AND WAS BELOW THE ACQUISITION ALTITUDE FOR RADAR IDENTIFICATION. THEREFORE, THE PILOT WAS REQUESTED TO TUNE THE VOR FOR RADIAL CROSS CHECKS. SUBSEQUENTLY, HE WAS PROVIDED VECTORS TO THE AIRPORT AT LYNCHBURG, VA. DURING ARRIVAL, THE PILOT GAVE WAY TO ANOTHER AIRCRAFT THAT WAS NOT IN RADIO CONTACT WITH THE FSS. WHILE ON FINAL APPROACH, THE ENGINE LOST POWER FROM FUEL EXHAUSTION AND THE PLANE WAS LANDED ABOUT 100 FT SHORT OF THE RUNWAY. THE PILOT REPORTED THAT HE DID NOT VISUALLY INSPECT THE FUEL TANKS BEFORE DEPARTING NEWPORT NEWS. ALSO, HE VERIFIED THAT HE WAS TRACKING INBOUND TO SOUTH BOSTON WHEN HE CONTACTED THE FSS IN FLIGHT, AND THAT HE WAS NOT LOST.

Brief of Accident (Continued)

File No. - 843

6/15/82

LYNCHBURG,VA

A/C Reg. No. N9843D

Time (Lc1) - 2200 EDT

-----  
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

-----  
Occurrence #3       IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 884      6/22/82      CHRISTIANSBURG, VA      A/C Reg. No. N704LX      Time (Lc1) - 1210 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 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<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- 290/008 KTS</p> <p>Visibility - 8.0 SM</p> <p>Cloud Conditions(1st) - 10000 FT OVERCAST</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MONROE, NC</p> <p>Destination BLACKSBURG, VA</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 - UNK/NR</p> <p>Runway Status - UNK/NR</p>
--	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 13	Make/Model- 81
	Aircraft Type - C-150	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AFTER FLYING FROM BLACKSBURG, VA TO MONROE, NC. THE PILOT TOOK OFF ON A RETURN FLIGHT TO BLACKSBURG WITHOUT REFUELING. THE PILOT STATED THAT BEFORE TAKEOFF, HE TOOK THE FUEL TANK CAPS OFF TO VISUALLY CHECK THE FUEL. HOWEVER, HE DID NOT USE THE DIP STICK THAT WAS PROVIDED BY THE OPERATOR TO DETERMINE THE FUEL REMAINING. HE ESTIMATED THAT WELL OVER HALF OF THE TOTAL USABLE SUPPLY WAS REMAINING, ENOUGH FOR THE TRIP PLUS A RESERVE. WHILE EN ROUTE, HE DEVIATED LEFT AND RIGHT OF COURSE AND CLIMBED AND DESCENDED TO AVOID WEATHER. ALSO, HE USED A RICH MIXTURE FOR PART OF THE FLIGHT. THE FUEL GAUGES BEGAN INDICATING LOW, BUT HE THOUGHT THEY WERE INACCURATE. DURING A DESCENT NEAR HIS DESTINATION, THE ENGINE LOST POWER. WHILE LANDING ON A HIGHWAY, HE S-TURNED ON FINAL APPROACH TO STAY BEHIND VEHICLES. THE PLANE TOUCHED DOWN AT AN ANGLE TO THE HIGHWAY, STRADDLED A GUARD RAIL, AND HIT A TREE. NO FUEL WAS FOUND IN THE AIRCRAFT. THE PILOT THOUGHT HE COULD FLY 4 HRS WITHOUT REFUELING, BUT ONLY FLEW 3.3 TO 3.5 HRS.

Brief of Accident (Continued)

File No. - 884

6/22/82

CHRISTIANSBURG,VA

A/C Reg. No. N704LX

Time (Lcl) - 1210 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation DESCENT - NORMAL

Finding(s)

2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. OBJECT - VEHICLE
9. MANEUVER - PERFORMED - PILOT IN COMMAND
10. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
11. OBJECT - FENCE
12. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 822      4/23/82      WARREN,VT

A/C Reg. No. N388N

Time (Lc1) - 1515 EST

-----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	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 - AEROTEK-PITTS S-2A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/028 KTS  
Visibility - 20.0 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

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WARREN  
Runway Ident - 22  
Runway Lth/Wid - 2700 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

GLIDER

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4960	Last 24 Hrs	-	1
Make/Model	-	2102	Last 30 Days	-	UNK/NR
Instrument	-	790	Last 90 Days	-	70
Multi-Eng	-	210			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT BEFORE LANDING, HE NOTICED HEAVY WIND SHEAR WHILE ON DOWNWIND AND BASE. REPORTEDLY, HE ENCOUNTERED A SEVERE SINK AFTER TURNING FROM BASE TO FINAL APPROACH. HE ADDED FULL POWER, BUT WAS UNABLE TO STOP THE DESCENT BEFORE CONTACTING THE GROUND HARD, SHORT OF THE RUNWAY. THE PILOT ESTIMATED THAT THE SURFACE WIND WAS GUSTING TO 35 KNOTS.

Brief of Accident (Continued)

File No. - 822

4/23/82

WARREN, VT

A/C Reg. No. N388N

Time (Lc1) - 1515 EST

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - WINDSHEAR
  4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 818      5/31/82      SEQUIM BAY, WA      A/C Reg. No. N15DK      Time (Lcl) - 1035 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - STARDUSTER T00 SA300  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 265 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 10.0 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  
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)  
NONE

Age - 54  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING OVER A LAKE AT LOW ALTITUDE, THE LEFT WING OF THE AIRCRAFT STRUCK WIRES ON A MOORED SAILBOAT ABOUT 50 FT ABOVE THE WATER LEVEL. THREE WITNESSES REPORT THAT JUST PRIOR TO THE COLLISION, THE PILOT DIPPED OR WAGGED HIS WINGS AND WAVED AT THEM. AFTER STRIKING THE SAILBOAT, THE AIRCRAFT CRASHED IN THE WATER AND SANK. AN INVESTIGATION REVEALED THAT THE PILOT HAD NO FAA MEDICAL OR PILOT CERTIFICATE.



Brief of Accident (Continued)

File No. - 818

5/31/82

SEQUIM BAY,WA

A/C Reg. No. N15DK

Time (Lc1) - 1035 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
4. IMPROPER DECISION, QUALIFICATION - 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

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. - 834      6/08/82      DAYTON, WA      A/C Reg. No. N7365      Time (Lc1) - 1720 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED			Injuries	
		Fatal	Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 9580
SE LAND,ME LAND,SE SEA	Months Since - 15	Make/Model- 154
	Aircraft Type - PIPER	Instrument- 360
		Multi-Eng - 430
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST RETURNED TO THE AREA AFTER PICKING UP A LOAD OF DI-SYSTON. ANOTHER AG AIRCRAFT HAD BEEN SPRAYING IN AN ADJACENT FIELD. THE PILOT CIRCLED AND LOOKED FOR THE OTHER AIRCRAFT, BUT DID NOT SEE IT. HE STATED THAT HE CHECKED THE SMOKE TO DETERMINE THE WIND DIRECTION AND LET DOWN. JUST AS THE AIRCRAFT WAS TURNING ACROSS A CREEK, IT ENTERED A DOWNDRAFT AND/OR A CROSSWIND AND BEGAN TO LOSE ALTITUDE. THE PILOT REPORTED THAT HE COULD SEE HE WAS GOING TO HIT THE GROUND, SO INSTEAD OF STALLING, HE KEPT HIS SPEED UP AND TOUCHED DOWN IN A THREE POINT ATTITUDE. THE MAIN GEAR ENCOUNTERED SOFT TERRAIN AND THE AIRCRAFT FLIPPED OVER. THE PILOT REPORTED THAT THE WINDS WERE FROM 5 TO 10 KNOTS WITH GUSTS.

Brief of Accident (Continued)

File No. - 834

6/08/82

DAYTON,WA

A/C Reg. No. N7365

Time (Lc1) - 1720 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - DOWNDRAFT
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT

Occurrence #2 NOSE OVER  
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 876 6/11/82 QUINCY,WA

A/C Reg. No. N2048A

Time (Lc1) - 0830 PDT

-----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 -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire  
NONE

Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - BEECH B19

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/005 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 3000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MOSES LAKE,WA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

QUINCY MUNICIPAL

Runway Ident - 27

Runway Lth/Wid - 3200/ 50

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - B-33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7000 Last 24 Hrs - 0

Make/Model- 300 Last 30 Days- 90

Instrument- 875 Last 90 Days- 270

Multi-Eng - 820

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED FORCED LANDING, THE STUDENT PILOT INITIALLY TURNED THE WRONG DIRECTION, THEN TURNED CORRECTLY TOWARD THE RUNWAY. HE WAS LOWER THEN NORMAL AT HIS INITIAL AND DOWNWIND POINTS BUT AFTER BEING PROMPTED BY THE INSTRUCTOR (IP), THE STUDENT ANGLED TO A CLOSE-IN BASE LEG. AS THE TURN PROGRESSED, THE AIRSPEED DECREASED TO ABOUT 65 KNOTS AT ABOUT 200 FT AGL. BY THE TIME THE IP TOOK CONTROL, A HIGH SINK RATE DEVELOPED AND DESPITE A POWER APPLICATION, THE AIRCRAFT MUSHED AND TOUCHED DOWN HARD SHORT OF THE RUNWAY. THE AIRCRAFT BOUNCED AND WAS FLOWN OUT OF THE SITUATION. HOWEVER, THE RIGHT MAIN GEAR WAS DAMAGED AND THE RIGHT MAIN WHEEL SEPARATED. AFTER SLOW FLIGHT CHECKS, THE AIRCRAFT WAS LANDED WITHOUT ANY FURTHER DAMAGE. THE IP REPORTED THAT NEITHER HE NOR THE STUDENT HEARD A STALL WARNING HORN DURING THE ACCIDENT OR SLOW FLIGHT AFTERWARD.

Brief of Accident (Continued)

File No. - 876

6/11/82

QUINCY,WA

A/C Reg. No. N2048A

Time (Lc1) - 0830 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
2. ALTITUDE - MISJUDGED - DUAL STUDENT
3. DISTANCE - MISJUDGED - DUAL STUDENT
4. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
5. WARNING SYSTEM(OTHER) - INOPERATIVE
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. LANDING GEAR,MAIN GEAR - OVERLOAD
9. LANDING GEAR,WHEEL - SEPARATION

-----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) 2,3,5,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 839 6/13/82 RENTON,WA

A/C Reg. No. N60092

Time (Lcl) - 1212 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

UNK/NR

Fatal

Injuries

Serious

Minor

None

Type of Operation -TEST

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 206

Eng Make/Model - CONTINENTAL TSIO-520-C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3616

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 6

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/009 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - 2200 FT BROKEN

Cloud Conditions(2nd) - 4500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RENTON,WA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - TOWER

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 - NON-VALID MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 5000

Last 24 Hrs - 1

SE LAND

Months Since - 19

Make/Model- 22

Last 30 Days- UNK/NR

Aircraft Type - C-177

Instrument- 200

Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT WAS ON ITS FIRST FLIGHT AFTER A MAJOR ENGINE OVERHAUL AND WAS BEING FLOWN FOR MAINTENANCE EVALUATION. ABOUT 45 MINUTES AFTER TAKEOFF, THE PILOT REQUESTED A DESCENT FROM 7500 FEET MSL. AFTER ENTERING AN OVERCAST, THE ENGINE SPUTTERED AND BEGAN TO VIBRATE AND LOSE POWER. THE ENGINE THEN STOPPED AND WOULD NOT RESTART, AND THE PILOT DECLARED A "MAY DAY." THE PLANE BROKE OUT OF THE OVERCAST OVER A LAKE AT ABOUT 2200 FEET. SUBSEQUENTLY, THE PILOT MADE A CONTROLLED LANDING NEAR BOATS ABOUT ONE MILE FROM THE SHORE. THE OCCUPANTS WERE RESCUED IN LESS THAN A MINUTE. LATER, THE AIRCRAFT WAS RECOVERED FROM THE LAKE WHERE IT HAD SUNK IN ABOUT 90 FT OF WATER. AN ENGINE TEARDOWN REVEALED THAT THE NO. 5 CONNECTING ROD HAD SEPARATED FROM THE PISTON. THE STUB OF THE CONNECTING ROD HAD BEAT A HOLE IN THE LEFT SIDE OF THE CRANKCASE, WHICH IN TURN, RESULTED IN OIL STARVATION.

Brief of Accident (Continued)

File No. - 839

6/13/82

RENTON,WA

A/C Reg. No. N60092

Time (Lc1) - 1212 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        DITCHING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 850      6/18/82      MT ST HELENS,WA      A/C Reg. No. N9352F      Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-APPROACH	NONE	Pass 0	0	2	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- HUGHES 269B	Eng Make/Model	- LYCOMING HIO-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 3	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	OLYMPIA,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 045/045 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 219
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Last 30 Days- 42
		Last 90 Days- 85
		Rotorcraft - 139

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INTENDED TO PROCEED TO MT ST HELENS TO LAND NEAR SPIRIT LAKE. THE WINDS IN THE VICINITY OF THE DESIRED LANDING POINT WERE TOO STRONG FOR A SAFE LANDING. THEREFORE, AN ALTERNATE SPOT WAS SELECTED BELOW THE RIDGE LINE AND PRESUMABLY SHELTERED FROM THE WIND. LATE IN THE APPROACH HOVER, THE AIRCRAFT BEGAN A SUDDEN SIDE DRIFT WHICH COULD NOT BE ARRESTED. THE PILOT REPORTED THAT A STRONG GUST OF WIND HAD BLOWN THE AIRCRAFT OUT OVER THE BACK SIDE OF THE RIDGE. HE REPORTED THAT WHEN THE HELICOPTER MOVED OUT OF GROUND EFFECT, IT BEGAN TO SETTLE AND HE WAS UNABLE TO STOP THE DESCENT. THE IMPACT FORCES WERE SUFFICIENT TO DAMAGE THE AIRCRAFT BEYOND ECONOMICAL REPAIR. THE DENSITY ALTITUDE WAS ABOUT 6200 FT.



Brief of Accident (Continued)

File No. - 850

6/18/82

MT ST HELENS,WA

A/C Reg. No. N9352F

Time (Lc1) - 1100 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. AIRSPEED - INITIATED - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 833 6/23/82 TOLEDO,WA

A/C Reg. No. N9544J

Time (Lcl) - 2100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 280/008 KTS  
Visibility - 55.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
BREMERTON,WA  
Destination  
TOLEDO,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

TOLEDO-WINLOCK  
Runway Ident - 05  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 89  
Make/Model- 10  
Instrument- 2  
Last 24 Hrs - 2  
Last 30 Days- 22  
Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT BEFORE LANDING, HE TURNED THE FUEL BOOST "ON", APPLIED CARBURETOR HEAT, AND SET THE POWER AT ROUGHLY 1500 RPM. HE REPORTED THAT THE MIXTURE HAD BEEN IN THE FULL RICH POSITION DURING THE ENTIRE FLIGHT. HE ENCOUNTERED A CROSSWIND ON FINAL APPROACH AND ATTEMPTED A POWER CORRECTION. HOWEVER, THERE WAS NO ENGINE RESPONSE. SUBSEQUENTLY, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING OFF OF THE AIRPORT. NO RESTART WAS ATTEMPTED. AN INVESTIGATION REVEALED NO PRECRASH MALFUNCTION OR FAILURE OF THE AIRCRAFT OR ENGINE. HOWEVER, IT WAS NOTED THAT THE MAJORITY OF THE PILOT'S FLIGHT EXPERIENCE WAS IN A CESSNA 172. ALSO, IT WAS NOTED THAT THE MIXTURE CONTROL IN PIPER PA-28, N9544J, WAS SIMILAR TO THE CARBURETOR HEAT CONTROL IN MANY CESSNA 172 AIRCRAFT.

Brief of Accident (Continued)

File No. - 833

6/23/82

TOLEDO,WA

A/C Reg. No. N9544J

Time (Lc1) - 2100 PDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. MISCELLANEOUS - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)  
2. LIGHT CONDITION - DUSK  
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 878      6/26/82      OTHELLO,WA      A/C Reg. No. N91367      Time (Lcl) - 0630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-LANDING	0	0	0	0

Type of Operation      -APPLYING SEEDS, CHEMICALS, ETC  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -LANDING

Fire  
NONE

Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - CESSNA A188B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520D  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

OTHELLO MUNICIPAL  
Runway Ident - 25  
Runway Lth/Wid - 4090/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 020/008 KTS  
Visibility - 35.0 SM  
Cloud Conditions(1st) - 2000 FT SCATTERED  
Cloud Conditions(2nd) - 25000 FT SCATTERED  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3235  
Make/Model- 2100  
Instrument- 13  
Last 24 Hrs - 1  
Last 30 Days- 100  
Last 90 Days- 220

Instrument Rating(s) - NONE

-----Narrative-----

AT THE COMPLETION OF A SPRAY OPERATION, THE PILOT RETURNED TO THE AIRPORT TO LAND. DURING THE LANDING ROLL REALIZING THAT NO BRAKING WAS AVAILABLE ON THE LEFT WHEEL, THE AIRCRAFT WAS INTENTIONALLY GROUND LOOPED IN AN EFFORT TO REDUCE THE DAMAGE. ACCORDING TO THE PILOT, THERE WAS A LOSS OF FLUID FROM THE LEFT BRAKE MASTER CYLINDER O-RING SEAL, PN 800-001-6.

Brief of Accident (Continued)

File No. - 878

6/26/82

OTHELLO,WA

A/C Reg. No. N91367

Time (Lc1) - 0630 PDT

Occurrence LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - UNDETERMINED
2. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 987      7/24/82      SUNNYSIDE,WA      A/C Reg. No. N7694M      Time (Lcl) - 2150 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	1
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew      0  
Pass      0  
Other      0

-----Aircraft Information-----

Make/Model      - CESSNA 175  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2350  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-300-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 175 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 50.0      SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
VANCOUVER,WA  
Destination  
SUNNYSIDE,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - C-175

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 300	Last 24 Hrs	- 1
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT ARRIVED ON A FLIGHT FROM SUNNYSIDE TO THE CLARK COUNTY AIRPORT, ALL FUEL FACILITIES WERE CLOSED. HE ESTIMATED THAT HE HAD ENOUGH FUEL TO RETURN AND TOOK OFF WITHOUT REFUELING. ABOUT 12 MILES FROM THE SUNNYSIDE AIRPORT, FUEL EXHAUSTION OCCURRED. IT WAS DARK, BUT THE PILOT WAS FAMILIAR WITH THE AREA AND WAS ABLE TO SELECT A GRAIN FIELD FOR A FORCED LANDING. DURING ROLL-OUT, THE AIRCRAFT CROSSED A DITCH, COLLAPSING THE NOSE GEAR, CONTINUED ANOTHER 100 FT, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 987

7/24/82

SUNNYSIDE,WA

A/C Reg. No. N7694M

Time (Lc1) - 2150 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
  5. TERRAIN CONDITION - DITCH
  6. LIGHT CONDITION - DARK NIGHT
  7. TERRAIN CONDITION - DITCH
- 

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 983      7/29/82      ROCHE HARBOR, WA      A/C Reg. No. N9528G      Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ROCHE HARBOR, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JOHN'S ISLAND, WA	JOHN'S ISLAND
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1250/ 75
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 - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 109
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 28
		Last 30 Days- 3
		Instrument- 2
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW TO A PRIVATE AIRSTRIP THAT WAS OPEN TO GRAZING ANIMALS. DURING ARRIVAL, HE MADE A LOW PASS TO CHECK THAT THE RUNWAY WAS CLEAR OF ANIMALS AND OTHER OBSTRUCTIONS. HE THEN CIRCLED TO LAND. DURING FINAL APPROACH, HE NOTICED SHEEP COMING ONTO THE RUNWAY. AT ABOUT THAT TIME, A THROTTLE REDUCTION WAS MADE AND THE PLANE TOUCHED DOWN SHORT OF THE THRESHOLD ON A 10 DEGE UPSLOPE. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT SLID ABOUT 50 FT THEN NOSED OVER.



Brief of Accident (Continued)

File No. - 983

7/29/82

ROCHE HARBOR, WA

A/C Reg. No. N9528G

Time (Lc1) - 1100 PDT

-----  
Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION  
2. OBJECT - ANIMAL(S)  
3. DISTANCE - MISJUDGED - PILOT IN COMMAND  
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND  
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND  
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2       IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)  
7. TERRAIN CONDITION - RISING  
-----

Occurrence #3       NOSE GEAR COLLAPSED  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)  
8. LANDING GEAR, NOSE GEAR - OVERLOAD  
-----

Occurrence #4       NOSE OVER  
Phase of Operation   LANDING - ROLL  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 846      9/18/82      FOOTVILLE,WI      A/C Reg. No. N119P      Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	2	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - FLITECRAFT SENIOR AERO  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1550  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 135 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
BRODHEAD,WI  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 300/005 KTS  
Visibility - 25.0 SM  
Cloud Conditions(1st) - 4000 FT SCATTERED  
Cloud Conditions(2nd) - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

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 - 50

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT AIRCRAFT WAS ON A FAMILIARIZATION FLIGHT FOR THE PILOT IN THE RIGHT SEAT. ONE WITNESS STATED HE SAW THE AIRCRAFT (AT ABOUT 2000 FT AGL) ENTER A NOSE HIGH (STRAIGHT UP) ATTITUDE FOLLOWED BY A NOSE LOW (STRAIGHT DOWN) ATTITUDE. A SPIN THEN DEVELOPED. TWO OTHER WITNESSES OBSERVED THE AIRCRAFT RECOVER FROM THE SPIN. THE LEFT WING SEPARATED FROM THE AIRCRAFT DURING RECOVERY AND THE PLANE CRASHED. EVIDENCE OF DRY ROT WAS FOUND IN THE LEFT WING SPARS. A CO-OWNER REPORTED THAT THE AIRCRAFT HAD BEEN REBUILT IN 1976, BUT THE SPARS WERE NOT REBUILT. AN ANNUAL INSPECTION HAD BEEN COMPLETED ON 7/20/82. THE WING SPARS WERE EXAMINED AND JUDGED TO BE IN AIRWORTHY CONDITION. REPORTEDLY, ALL OF THE SPAR AREA WAS NOT EXAMINED DUE TO ACCESSABILITY. THE AIRCRAFT WAS NOT CERTIFIED FOR AEROBATICS.

Brief of Accident (Continued)

File No. - 846

9/18/82

FOOTVILLE,WI

A/C Reg. No. N119P

Time (Lc1) - 1630 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING

Finding(s)

1. WING - DETERIORATED
  2. ANNUAL INSPECTION - INACCURATE - OTHER MAINTENANCE PSNL
  3. AEROBATICS - PERFORMED - PILOT IN COMMAND
  4. WING,SPAR - OVERLOAD
  5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  6. WING - SEPARATION
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 808      5/09/82      ATHENS, WV      A/C Reg. No. N2255U      Time (Lcl) - 0956 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BRANTLEY B-2B	Eng Make/Model - LYCOMING IVO-360	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/004 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WELCH, WV</p> <p>Destination</p> <p>ATHENS, WV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 227
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER, GYROPLANE	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED IN A WOODED, ROCKY AREA WHILE THE PILOT WAS EN ROUTE FROM THE WELCH HOSPITAL TO HIS RESIDENCE IN ATHENS, WV. AN INVESTIGATION REVEALED THAT THE FUEL TANK BLADDER HAD RUPTURED, BUT NO ODOR OF FUEL WAS NOTED. LATER, THE ENGINE WAS OPERATIONALLY CHECKED. DURING THE FIRST ENGINE RUN, THE PRIMER LINE TO THE NUMBER 4 CYLINDER WAS FOUND TO BE LEAKING. IT WAS NOT DETERMINED WHETHER OR NOT THE FAILURE WAS CAUSED BY IMPACT. THE HELICOPTER HAD BEEN REFUELED ON 5/9/82 WITH 20.5 GALLONS OF FUEL. IT HAD BEEN FLOWN AN ESTIMATED 1.3 HRS SINCE THAT TIME.

Brief of Accident (Continued)

File No. - 808

5/09/82

ATHENS, WV

A/C Reg. No. N2255U

Time (Lc1) - 0956 EST

Occurrence #1 LOSS OF POWER  
Phase of Operation CRUISE - NORMAL

Finding(s)  
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
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. - 957      5/27/82      OSAGE,WY      A/C Reg. No. N64093      Time (Lc1) - 1150 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - POWER AND PIPELINE PATROL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -MANEUVERING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GILLETTE,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 125/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 3230
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 1735

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED GILLETTE, WYOMING ON A PIPELINE PATROL MISSION. THIS WAS THE PILOT'S FIRST PIPELINE PATROL OVER THE LINE THAT HE WAS PATROLLING. DURING THE FLIGHT, THE AIRCRAFT STRUCK THREE POWERLINES AND CRASHED. THE PASSENGER STATED THAT HE SAW THE WIRES JUST PRIOR TO IMPACT, AND REPORTED THAT THE PILOT MADE NO EVASIVE ACTION. A WITNESS STATED THAT THE AIRCRAFT HAD MADE A 180 DEGREE TURN BEFORE COLLIDING WITH THE WIRES.

Brief of Accident (Continued)

File No. - 957

5/27/82

OSAGE,WY

A/C Reg. No. N64093

Time (Lc1) - 1150 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1







EMBRY-RIDDLE AERO. U. DAYTONA BEACH



3 1745 00065 6770

NTSB/ Brief Format  
AAB-83/ U.S. Civil and Foreign  
07 Aviation  
C.I. Issue Number 5 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  
EMBRY RIDDLE AERONAUTICAL UNIV  
LEARNING RESOURCES CTR  
REGIONAL AIRPORT  
DAYTONA FL 32014

001