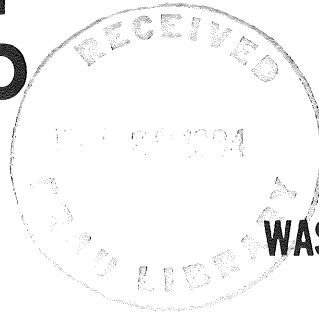


PB83-916909



# NATIONAL TRANSPORTATION SAFETY BOARD



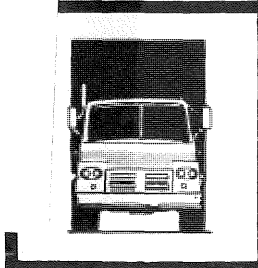
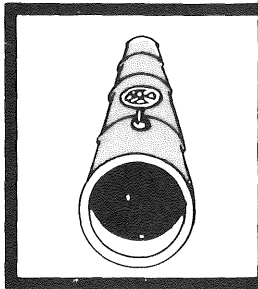
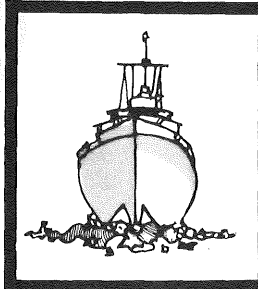
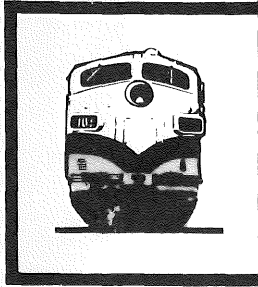
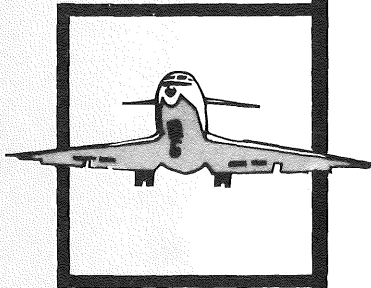
WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 7 OF 1982 ACCIDENTS

NTSB / AAB-83 / 09

UNITED STATES GOVERNMENT



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83  
09  
Issue 7



# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-83/09	2. Government Accession No. PB83-916909	3. Recipient's Catalog No.	
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9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No.	
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12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1982 in Brief Format	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
<p>16. Abstract</p> <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p style="text-align: center;">File Numbers: 1201 thru 1400</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 418	22. Price

## FOREWARD

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

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

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

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

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic 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.

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### 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.

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## AIRCRAFT ACCIDENTS

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## 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.

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Pleasure

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

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

### 2. AIR CARRIER

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

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National Transportation Safety Board  
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Summary of 1982 Briefs of Aviation Accidents

File Numbers 1201 Through 1400  
Issue Number 7

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	187	16	24
Part 135 (Air Taxi)	10	3	8
Part 135 (Commuter)	2	0	0
Part 121 (Air Carrier)	1	0	0
	<hr/>	<hr/>	<hr/>
Totals	200	19	32

National Transportation Safety Board  
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 1201 Through 1400  
Issue Number 7

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
Fixed-Wing (Single-Engine)	161	16	28
Fixed-Wing (Multi-Engine)	15	2	2
Rotorcraft	19	1	2
Glider	5	0	0
Balloon	0	0	0
Blimp/Dirigible	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	200	19	32

## File Order Listing - Issue No. 7, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1201	N1631R	053182	CHESTERLAND, OH	GRUMMAN	AA1B	MINOR	260
1202	N126AV	120782	CHANPILLY, VA	SWEARINGEN	SA-226TC	NONE	374
1203	N9649Y	051282	NEAR O'NEILL, NE	CESSNA	T210N	SERIOUS	222
1204	N99805	052082	WARREN, MN	BLANIK	L-13	MINOR	190
1205	N4439J	052082	KNOBEL, AR	CESSNA	T188C	NONE	26
1206	N93067	052082	HARRISBURG, AR	BELL	47D-1	NONE	28
1207	N9825	051982	PINE BLUFF, AR	GRUMMAN	G-164A	NONE	24
1208	N7477B	051982	SOUTHLAKE, TX	CHAMPION	7EC	NONE	336
1209	N55971	051682	FABENS, TX	BOEING	A75N1	NONE	332
1210	N734NR	051682	HOUSTON, TX	CESSNA	172N	MINOR	334
1211	N120R	051682	MIDDLEFIELD, OH	OLDFIELD	BABY LAKES	NONE	256
1212	N610S	071782	BATTLEGROUND, WA	MONG	SPORT 1	NONE	380
1213	N40416	061182	SOMERVILLE, TX	CESSNA	206-5	NONE	356
1214	N38413	060782	BRINKLEY, AR	BEECH	C23	NONE	36
1215	N8105K	060882	BONO, AR	GRUMMAN	G164B	NONE	38
1216	N6939B	051582	HARRISON, MI	PIPER	PA-22-150	NONE	178
1217	N16150	051582	6 NM S. OF LAKEPORT, CA	CESSNA	177B	NONE	52
1218	N210DK	051482	GALESBURG, IL	CESSNA	210	NONE	114
1219	N31765	052382	STAPLES, MN	AERONCA	65-TF	FATAL	192
1220	N7843	051382	ELRENO, OK	GRUMMAN	G-164A	NONE	272
1221	N4608C	051482	TULSA, OK	CESSNA	T210N	NONE	274
1222	N629H	042682	GRANGER, WY	ENSTROM	280-C	NONE	392
1223	N71DS	051382	HOUMA, LA	CESSNA	A185F	NONE	142
1224	N176N	051582	SEBASTIAN, TX	NASH CASSUTT	111M	MINOR	330
1225	N50994	051582	KNOWLES, OK	CESSNA	150	NONE	276

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1226	N2048X	051582	CAMERON, LA	BELL	206L-1	NONE	144
1227	N6602Q	051582	FARMINGTON, NM	GRUMMAN	G-164A	MINOR	240
1228	N4652	051582	PENDLETON, IN	PLAYMATE	SA11A	SERIOUS	124
1229	N4522E	051382	BROOKVILLE, OH	GRUMMAN	AA5	MINOR	254
1230	N6994C	050882	MEDICINE BOW, WY	PIPER	PA-28R-200	NONE	396
1231	N50759	042282	GARY, IN	CESSNA	150	NONE	122
1232	N36546	051382	PINEVILLE, LA	PIPER	PA-32RT-30	NONE	140
1233	N2588K	060682	NILES, MI	PIPER	PA-38	FATAL	182
1234	N757RS	050982	COAHAMA, TX	CESSNA	152	NONE	328
1235	N46341	051382	ROMEO, MI	CESSNA	152	NONE	176
1236	N6625K	051182	MARVELL, AR	GRUMMAN	G164B	NONE	22
1237	N93616	052982	FORT ATKINSON, WI	ERCOUPE	415-C	NONE	384
1238	N2563E	053082	GRAND HAVEN, MI	AERONCA	AR-58	SERIOUS	180
1239	N22BF	070982	HAMMONTON, NJ	ENSTROM	F28A	NONE	236
1240	N6159P	053182	BRIDGEVILLE, PA	PIPER	PA-24-250	NONE	296
1241	N1062S	053082	FRITCHTON, IN	ADAMS	A55	NONE	126
1242	N9451E	062682	PEACH BOTTOM, PA	AERONCA	11AC	FATAL	300
1243	N2766U	060282	WEST CAMERON #498, GM	BELL	206B-III	NONE	104
1244	N9424J	060782	TRANSYLVANIA, LA	CESSNA	T188C	NONE	148
1245	N51842	061382	EL PASO, TX	I.C.A. BRASO	IS-28B2	NONE	358
1246	N679D	061382	RYAN, OK	BEECH	C-35	MINOR	280
1247	N9419B	061382	FORT WORTH, TX	CESSNA	175	MINOR	360
1248	N2517X	021682	SPRINGFIELD, KY	PIPER	PA-31T2	FATAL	132
1249	N4709H	032882	DEVILS LAKE, ND	PIPER	PA-11	SERIOUS	212
1250	N96732	051682	CAMP VERDE, AZ	CESSNA	182Q	SERIOUS	44

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1251	N10225	052482	RICHVALE, CA	GRUMMAN	G-164	SERIOUS	54
1252	N5138H	052882	SAN CARLOS, CA	CESSNA	152	SERIOUS	58
1253	N1932W	041782	COLLEGE PARK, MD	BEECH	B19	MINOR	160
1254	N3588S	042582	DELAFLANE, AR	CESSNA	172	MINOR	16
1255	N42050	042782	LAKE DALLAS, TX	PIPER	PA-23-250T	NONE	314
1256	N140SF	040982	BARTLESVILLE, OK	JURCA	3/4 SPITFI	NONE	268
1257	N7058E	042982	LATHROP WELLS, NV	CESSNA	175A	SERIOUS	248
1258	N49482	061682	TULSA, OK	CESSNA	152	MINOR	284
1259	N2270T	061782	AMARILLO, TX	CESSNA	A185E	MINOR	362
1260	N6997L	062982	BLUFFTON, OH	CESSNA	310K	NONE	266
1261	N4907V	050782	SANTA BARBARA, CA	BELLANCA	17-30	FATAL	50
1262	N141B	052082	CINCINNATI, OH	BELL	47G-1	MINOR	258
1263	N4955F	050182	RACHAL, TX	CESSNA	TU-206A	NONE	316
1264	N704EY	050182	HARRISON, AR	CESSNA	150M	NONE	18
1265	N319M	042282	CARLSBAD, NM	TAILWIND	A-M-1	NONE	238
1266	N2002T	053082	METHUEN, MA	THURSTON	TEAL TSC-1	FATAL	150
1267	N70TT	050282	MIDLAND, TX	PIPER	PA-31-350	NONE	318
1268	N13845	050182	ERIE, CO	PIPER	PA-23	NONE	72
1269	N5186N	050182	ERICK, OK	BOEING	E75	NONE	270
1270	N70939	041082	LAKE HUGHES, CA	CESSNA	182M	FATAL	46
1271	N74979	051282	RAMSEY BAY, AK	PIPER	18	FATAL	6
1272	N4929Y	032782	SACATON, AZ	PIPER	25	NONE	42
1273	N714HY	060882	CAMBRIDGE, MN	CESSNA	150	MINOR	194
1274	N210LV	040582	DETROIT, MI	CESSNA	T210L	MINOR	170
1275	N1499H	041082	HUNTSVILLE, AL	PIPER	PA-28-140	NONE	12

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1276	N4732Y	030182	GRIFFIN, GA	PIPER	PA-25-235	FATAL	94
1277	N49789	072482	NEAR WRIGHT CITY, MO	CESSNA	152II	NONE	200
1278	N9937	050882	WELSH, LA	GRUMMAN	G164A	NONE	138
1279	N47522	050682	HARRISON, AR	PIPER	PA-34-200T	NONE	20
1280	N8230U	071482	OXBOW, OR	CESSNA	172F	FATAL	292
1281	N91682	050482	LOVELL, WY	CESSNA	182M	NONE	394
1282	N73795	050482	LUBBOCK, TX	CESSNA	172N	NONE	326
1283	N6746K	050482	HOUSTON, TX	GRUMMAN	G-164B	NONE	324
1284	N7615Z	050382	MARFA, TX	PIPER	PA-18-150	NONE	320
1285	N8981P	052282	LEXINGTON, VA	PIPER	24-260	NONE	372
1286	N5381N	051382	PROVO, UT	CESSNA	182Q	NONE	368
1287	N3893T	021582	HAGERSTOWN, MD	PIPER	PA-28R-180	SERIOUS	158
1288	N1297U	040482	WESTCLIFFE, CO	CESSNA	172	NONE	70
1289	N9062T	061582	IMLAYSTOWN, NJ	CONTINENTAL	EL TOMCAT	NONE	228
1290	N26870	062682	LINCOLN PARK, NJ	GRUMMAN	AA-5A	NONE	232
1291	N3622Q	061882	PLAINVILLE, CT	BEECH	A23-19	NONE	84
1292	N5017E	061282	SHELLSBURG, PA	CESSNA	172N	MINOR	298
1293	N9592J	062682	PRESQUE ISLE, ME	PIPER	PA-28-180	MINOR	168
1294	N63AL	030282	HIGH ISLAND BLK 334, GM	BELL	206B	FATAL	102
1295	N16867	030782	TRENTON, ND	BELL	206B III	SERIOUS	210
1296	N1085T	012382	36 SW LARAMIE, WY	BELL/TEXTRON	206 L-1	NONE	390
1297	N8005E	050982	DOWAGIAC, MI	LAKE	LA-4	NONE	174
1298	N8454S	050882	OTTAWA, IL	CESSNA	182	MINOR	112
1299	N9388C	050882	AURORA, IL	CESSNA	180	NONE	110
1300	N15585	050882	YALE, MI	PIPER	PA-28-180	NONE	172

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1301	N52178	060182	GREENVILLE, ME	CESSNA	172P	NONE	164
1302	N2988W	060182	NEW PHILADELPHIA, OH	BELL	47G-5A	MINOR	262
1303	N12AC	060182	GUNNISON, CO	CESSNA	T337C	MINOR	74
1304	N239Q	060582	RAYLAND, OH	ENSTROM	280	SERIOUS	264
1305	N86993	060682	PHILIP, SD	BELLANCA	8GCBC	NONE	308
1306	N3103N	060682	STEVENS POINT, WI	CESSNA	140	NONE	386
1307	N3803N	060882	TERRELL, TX	BEECH	35	NONE	354
1308	N1023B	061382	DUNCAN, OK	CESSNA	172	NONE	282
1309	N487OR	061482	GREENBUSH, MN	CESSNA	A188B	NONE	196
1310	N9044W	061482	LAKEWOOD, AR	WEATHERLY	201C	NONE	40
1311	N450LR	061682	PICHER, OK	BOEING	75A	NONE	286
1312	N8558S	061882	FORT FAIRFIELD, ME	CESSNA	182H	NONE	166
1313	N2519G	061982	TUSCALOOSA, AL	CESSNA	182B	MINOR	14
1314	N31883	061982	ATLANTA, GA	PIPER	PA-28-161	MINOR	96
1315	N9513K	061982	RICHLAND, NY	STINSON	180-2	NONE	252
1316	N166S	052682	HUNTSVILLE, TX	PITTS SPECIA	S-1S	NONE	340
1317	N2195C	051882	BACKOO, ND	CESSNA	180	NONE	216
1318	N6347A	062482	KENAI, AK	CESSNA	182	MINOR	8
1319	N4214Y	062582	FT. MEADE, MD	BELLANCA	7ECA	NONE	162
1320	N1141W	062582	CORCORAN, CA	BELL	47J-2	MINOR	66
1321	N79831	062882	PARIS, TX	MOONEY	M20E	MINOR	364
1322	N737VH	061782	COLORADO SPRINGS, CO	CESSNA	172	NONE	76
1323	N7634V	062082	ROLLA, ND	CALLAIR	A-9B	NONE	220
1324	N6145Q	061882	GRAND FORKS, ND	CESSNA	152	NONE	218
1325	N3411A	061982	NEAR RAWLINS, WY	PIPER	PA-20	NONE	398

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1326	N1506A	062082	BALLWIN, MO	BALLOON WORK	FIRFLY 7	NONE	198
1327	N20303	062082	JAMESTOWN, RI	BELL	206B	NONE	306
1328	N9228W	062182	NEAR RAPELJE, MT	WEATHERLY	201C	NONE	204
1329	N7642	062482	COLORADO SPRINGS, CO	SCHWEIZER	SGS 1-34	NONE	78
1330	N2437K	062682	FELLSMERE, FL	PIPER	PA-38-112	MINOR	90
1331	N97VY	062082	WARREN, VT	I.C.A. BARAS	IS28B2	NONE	376
1332	N54488	051982	LAS CRUCES, NM	CESSNA	172P	NONE	242
1333	N1956H	010482	NEAR LAS VEGAS, NV	PIPER	PA-34-200T	FATAL	244
1334	N1814U	020382	PHILADELPHIA, PA	MCDONNELL-DO	DC-10-10	SERIOUS	294
1335	N9239F	050482	TOK, AK	HUGHES	369HS	NONE	4
1336	N9528S	061382	INDEPENDENCE, OR	CHAMPION	7GCAA	MINOR	290
1337	N5513L	041882	LONG BEACH, CA	CESSNA	152	NONE	48
1338	N5002X	052082	GATE CITY, VA	BELL	206B	SERIOUS	370
1339	N1009R	052882	PALM SPRINGS, CA	SWEARINGEN	SA226-TC	SERIOUS	56
1340	N9824R	060682	COALINGA, CA	BEECH	M35	NONE	62
1341	N1580Y	061382	LANCASTER, CA	CESSNA	172	NONE	64
1342	N3577T	041182	KENAI, AK	TAYLORCRAFT	F-19	NONE	2
1343	N6235V	050282	CHICAGO, IL	BEECH	56TC	NONE	108
1344	N6220C	032782	PAMPA, TX	CESSNA	T210N	NONE	312
1345	N6615Y	053082	LLANO, CA	CESSNA	T210N	NONE	60
1346	N7543F	060982	CENTERPOINT, IN	BELLANCA	7KCAB	FATAL	128
1347	N560A	050282	ADEL, IA	STARFIRE	JRF	FATAL	106
1348	N3723Z	051682	JOILET, IL	PIPER	PA-22	SERIOUS	116
1349	N8943	042982	DEETH, NV	BELLANCA	7GCBC	NONE	246
1350	N97TR	081782	BELLINGHAM, WA	NORTH AMERIC	AT-6C	NONE	382

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1351	N1796	042582	LAGRANGE, NY	SPEZIO	SPORT DAL-	FATAL	250
1352	N49532	070282	BIG PINEY, WY	AEROSPATIALE	SA 315B	NONE	400
1353	N71MA	061882	MARTHA'S VINEYARD, MA	SMITH	AEROSTAR 6	NONE	152
1354	N6879B	062082	SANDY HOOK BEACH, NJ	PIPER	PA-18-150	SERIOUS	230
1355	N6032Q	050182	HANKSVILLE, UT	MOONEY	M20E	NONE	366
1356	N7446V	041382	CROSBY, ND	MOONEY	M20F	NONE	214
1357	N7350Z	050382	LUBBOCK, TX	PIPER	PA-25-235	MINOR	322
1358	N100TK	040182	NEW ORLEANS, LA	CESSNA	A185E	FATAL	136
1359	N9846Z	031482	MCALLEN, TX	BEECH	C-45H	FATAL	310
1360	N7969M	070582	HUNTINGTON, WV	BEECH	V35	NONE	388
1361	N2147F	070582	NELSON, NH	CESSNA	U206	NONE	226
1362	N5584B	070482	MADISON, IN	CESSNA	182	MINOR	130
1363	N8232P	070482	CLEARWATER, FL	PIPER	PA-24	NONE	92
1364	N5343Y	070482	LUDLOW, VT	PIPER	PA-23-250	NONE	378
1365	N3620Y	070382	NEW LONDON, NH	SCHWEIZER	SGS-1-36	NONE	224
1366	N64657	070382	CLEMENTON, NJ	CESSNA	172P	NONE	234
1367	N1140M	070382	SWAN QUARTER, NC	MOONEY	M20J	NONE	208
1368	N39050	070282	WEST HAVEN, CT	GRUMMAN	AA-1C	NONE	86
1369	N929B	070282	LOUISVILLE, KY	BELL	47D1	NONE	134
1370	N9657U	070582	MARSTONS MILLS, MA	GRUMMAN AMER	AA-5A	NONE	156
1371	N3530Q	070682	STATESBORO, GA	CESSNA	A188	NONE	98
1372	N5693R	070782	STEAMBOAT SPRINGS, CO	ENSTROM	280C	NONE	82
1373	N1119X	070882	51 NM ESE YAKUTAT, AK	PIPER	PA-32-300	MINOR	10
1374	N7550J	070982	CARROLLTON, GA	PIPER	PA-28-180R	NONE	100
1375	N6851	052582	JONESBORO, AR	BELL	47D1	NONE	30

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1376	N2745B	063082	LAS ANIMAS, CO	CESSNA	340	NONE	80
1377	N5522X	053082	LAKE CITY, AR	AERO COMMAND	S2R	NONE	32
1378	N80022	052882	CANYON LAKE, TX	CONSOLIDATED	LA-4-200	NONE	342
1379	N3653F	052982	EAKLY, OK	AIR TRACTOR	AT 301	NONE	278
1380	N29402	052982	DALLAS, TX	CESSNA	177	NONE	344
1381	N7525K	053182	YAMHILL, OR	PIPER	PA-18	FATAL	288
1382	N25PH	032082	MINNEOLA, FL	BENSON	B-8M	FATAL	88
1383	N2349S	052182	SAN ANGELO, TX	CESSNA	T337B	FATAL	338
1384	N735TR	070182	SIDMAN, PA	CESSNA	182Q	NONE	304
1385	N75286	070182	AMBLER, PA	PIPER	PA-28-140	NONE	302
1386	N9830U	070582	DANVILLE, IL	GRUMMAN AMER	AA-1C	MINOR	120
1387	N211SB	070182	GRAND HAVEN, MI	CLANCY	SKYBABY	MINOR	188
1388	N9595T	062882	LOWELL, MI	PIPER	PA-38	NONE	186
1389	N5180N	062782	BLOOMINGTON, IL	BOEING	E75	NONE	118
1390	N2741C	062282	FOWLERVILLE, MI	CESSNA	170B	NONE	184
1391	N4346F	061982	JACKSON, MT	PIPER	PA-28-151	NONE	202
1392	N210ZZ	060682	LAFAYETTE, LA	CESSNA	A185E	NONE	146
1393	N5280V	060482	WICHITA FALLS, TX	CESSNA	210L	MINOR	352
1394	N6996Z	060382	JAYTON, TX	PIPER	PA-25-235	NONE	350
1395	N8974H	060182	ANGLETON, TX	GRUMMAN	G-164A	NONE	348
1396	N67650	060182	CLARKSVILLE, AR	CESSNA	152	NONE	34
1397	N1233L	060182	ROCKPORT, TX	LAKE	LA-4-200	NONE	346
1398	N8100Z	063082	EL CENTRO, CA	CESSNA	205	MINOR	68
1399	N3901T	062282	CAMERON, MT	PIPER	PA-28-R-18	SERIOUS	206
1400	N3601U	062382	HYANNIS, MA	S.N.I.A.S.	SA-330J	NONE	154



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 7 OF 1982 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1342

4/11/82

KENAI, AK

A/C Reg. No. N3577T

Time (Lcl) - 1214 AST

-----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

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

Fire  
NONE

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

Make/Model - TAYLORCRAFT F-19  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

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

ELT Installed/Activated - 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- 310/014 KTS  
Visibility - 50.0 SM  
Cloud Conditions(1st) - 10000 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

KENAI  
Runway Ident - 01  
Runway Lth/Wid - 7575-N/A  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	87	Last 24 Hrs -	0
Make/Model-	2		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND HAD JUST PURCHASED THE AIRCRAFT AND WAS IN THE PORCESS OF IMPROVING HER SKILLS. THE OTHER OCCUPANT WAS AN INSTRUCTOR PILOT. WHILE LANDING ON RUNWAY 01 WITH A WIND FROM 310 DEGREES AT 14 KNOTS, THE AIRCRAFT BOUNCED AND VEERED TO THE RIGHT. THE PILOT-IN-COMMAND STATED THAT SHE CAUGHT HER FOOT IN FRONT OF THE BRAKE LEVER. REPORTEDLY, THIS HELD THE RUDDER PEDAL DEPRESSED AND THE INSTRUCTOR'S CONTROL INPUT FAILED TO OVERCOME THE RIGHT TURNING MOTION.

Brief of Accident (Continued)

File No. - 1342

4/11/82

KENAI, AK

A/C Reg. No. N3577T

Time (Lcl) - 1214 AST

---

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
  3. FLT CONTROL SYST, RUDDER CONTROL - MOVEMENT RESTRICTED
  4. CONTROL INTERFERENCE - INADVERTENT - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1335      5/04/82      TOK,AK      A/C Reg. No. N9239F      Time (Lc1) - 1600 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      NONE  
Crew      Pass

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

Make/Model      - HUGHES 369HS  
Landing Gear      - SKID  
Max Gross Wt      - 3000  
No. of Seats      - 5

Eng Make/Model      - ALLISON 250-C20  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 278 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- 190/020 KTS  
Visibility      - 5.0 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  
MT. NEUBERGER,AK  
Destination  
TANACROSS,AK

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,SE SEA,ME LAND  
HELICOPTER

Age - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - UNK/NR

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

Total	- 1,1300	Last 24 Hrs	- 2
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	210	Last 90 Days-	250
Multi-Eng	- 500	Rotorcraft	- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CONDUCTING A NON-REVENUE, SLING-LOAD OPERATION ON MT NEUBERER, WHILE DONATING HIS SERVICES TO TOK COMMUNITY TV, INC. HE STATED THAT HE WAS LIFTING THREE EMPTY PROPANE BOTTLES FROM A SNOW FIELD WHEN HE NOTICED THE AUTO RELIGHT LAMP FLASH. HE STATED THAT ALMOST IMMEDIATELY, THE ENGINE-OUT LIGHT AND HORN ACTIVATED AND THE LOAD MAY HAVE CONTACTED THE GROUND. THE HELICOPTER BEGAN TO ACCELERATE FORWARD DESPITE HIS AFT CYCLIC CONTROL INPUT. HE STATED THAT HE PUSHED THE ELECTRIC SLING RELEASE SWITCH. HOWEVER, THE HELICOPTER CONTINUED TO ACCELERATE FORWARD AND DOWN. IT HIT THE GROUND IN A VERTICLE NOSE DOWN ATTITUDE WHILE HE WAS APPLYING ALMOST FULL AFT CYCLIC. THE ELEVATION WAS ABOUT 5800 FT. THE ELECTRIC SLING LOAD LATCH WAS FOUND IN THE CLOSED POSITION. THE ENGINE WAS REMOVED AND CHECKED ON A TEST STAND. SEVERAL HUNG STARTS OCCURRED AT 45 TO 50% UNTIL A SLIGHT ADJUSTMENT WAS MADE TO INCREASE FUEL FLOW, THEN THE ENGINE OPERATED WELL, BUT ABOUT 5% BELOW MAX POWER. PILOT LACKED FAA APPROVAL, EXT LOAD OPN

Brief of Accident (Continued)

File No. - 1335

5/04/82

TOK,AK

A/C Reg. No. N9239F

Time (Lcl) - 1600 AST

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

Finding(s)  
1. UNDETERMINED  
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE  
-----

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

Finding(s)  
3. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND  
-----

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

Finding(s)  
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
5. TERRAIN CONDITION - SNOW COVERED  
-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1271      5/12/82      RAMSEY BAY, AK      A/C Reg. No. N74979      Time (Lcl) - 1730 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER 18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1625  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 70.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PASSENGER WERE ON A HUNTING TRIP AND FLEW OUT OF THE CAMP TO SPOT FELLOW HUNTERS CLIMBING A MOUNTAIN. AFTER LOCATING THEM THE PILOT TRIED TO TURN IN THE CANYON AT LOW ALTITUDE AND LOW AIRSPEED. THE AIRCRAFT STALLED, SPUN AND CRASHED.

Brief of Accident (Continued)

File No. - 1271

5/12/82

RAMSEY BAY, AK

A/C Reg. No. N74979

Time (Lcl) - 1730 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4. THROTTLE/POWER CONTROL - IMPROPER - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1318

6/24/82

KENAI, AK

A/C Reg. No. N6347A

Time (Lcl) - 0110 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	3	0

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

Fire NONE  
Crew Pass

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

Make/Model - CESSNA 182  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3100  
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
MCKINLEY PARK, AK  
Destination  
KENAI, AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

WINDWARD PASSAGE  
Runway Ident - 33  
Runway Lth/Wid - 1900/ 50  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1121	Last 24 Hrs - 4
Make/Model- UNK/NR	Last 30 Days- 0
Instrument- 4	Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A FLIGHT FROM MCKINLEY PARK TO KENAI, AK, THE PILOT FLEW AROUND THE EAST SIDE OF ANCHORAGE, SO A PASSENGER COULD TAKE PICTURES. ABOUT HALF WAY THROUGH THE FLIGHT, THE PILOT BECAME CONCERNED ABOUT HIS FUEL SUPPLY BUT BELIEVED HE COULD REACH HIS DESTINATION WITH 1/2 HR OF FUEL REMAINING. HOWEVER, THE PLANE RAN OUT OF FUEL WHILE IT WAS ON AN EXTENDED BASE LEG FOR LANDING. THE PILOT WAS UNABLE TO GLIDE TO THE RUNWAY. THE PLANE IMPACTED ON RISING TERRAIN JUST SHORT OF THE THRESHOLD.

Brief of Accident (Continued)

File No. - 1318

6/24/82

KENAI, AK

A/C Reg. No. N6347A

Time (Lc1) - 0110 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. 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 - DAWN
  5. TERRAIN CONDITION - UPHILL
- 

----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. - 1373      7/08/82      51 NM ESE YAKUTAT,AK      A/C Reg. No. N1119X      Time (Lc1) - 1130 YDT

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DRY BAY,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HAINES,AK	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ICE
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - ICE
Obstructions to Vision- NONE		SNOW - COMPACTED
Precipitation - RAIN SHOWER		
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	Current - YES	Total - 1850
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - PA-34	Make/Model- 400
		Instrument- 96
		Multi-Eng - 300
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING DEPARTURE, HE PROCEEDED EAST ALONG THE ALSEK RIVER AND ALONG THE SOUTH SIDE OF THE ALSEK GLACIER WHILE CLIMBING TO 6200 FT. HE THEN DECIDED THAT THE INTENDED ROUTE WAS CLOSED DUE TO LOW CLOUDS AND HE INITIATED A TURN TO REVERSE COURSE. REPORTLY, A LEFT TURN WAS COMMENCED AND "ONE NOTCH OF FLAPS SET." THE PILOT STATED THAT SHORTLY AFTER THAT, THE ENGINE BEGAN TO LOSE POWER. HE REPORTED THAT THE MIXTURE, PROPS AND THROTTLE WERE ADVANCED, BUT THERE WAS NO INCREASE IN POWER. HE SWITCHED THE FUEL SELECTOR FROM THE RIGHT TO THE LEFT MAIN TANK AND TURNED ON THE BOOST PUMP. HE STATED THE PLANE CONTINUED TO LOSE ALTITUDE AND CONTINUATION OF THE TURN WAS IMPOSSIBLE DUE TO TERRAIN. HE DECIDED TO TRY AND CROSS OVER THE GLACIER AND LAND ON A SOLID STRETCH OF ICE, BUT THERE WAS INSUFFICIENT ALTITUDE AND THE PLANE CRASHED. A SUBSEQUENT EXAMINATION AND TEST RUN OF THE ENGINE REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 1373

7/08/82

51 NM ESE YAKUTAT, AK

A/C Reg. No. N1119X

Time (Lc1) - 1130 YDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

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

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

Finding(s)  
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE  
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
4. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION  
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND  
6. TERRAIN CONDITION - ICY  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1275

4/10/82

HUNTSVILLE,AL

A/C Reg. No. N1499H

Time (Lc1) - 1715 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 330/010 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ROANOKE,VA  
Destination  
HUNTSVILLE,AL

Airport Proximity  
ON AIRPORT

Airport Data

HUNTSVILLE NORTH  
Runway Ident - 36  
Runway Lth/Wid - 3750/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR FLT FOLLOWING  
Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	72	Last 24 Hrs -	8
Make/Model-	26		Last 30 Days-	UNK/NR
Instrument-	1		Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER A NORMAL TOUCHDOWN THE AIRCRAFT YAWED AND VEERED TO THE LEFT. THE PILOT ELECTED TO GO-AROUND AND ADDED FULL POWER. THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A BARBED WIRE FENCE. THE AIRCRAFT SETTLED INTO A PLOWED FIELD COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1275

4/10/82

HUNTSVILLE,AL

A/C Reg. No. N1499H

Time (Lc1) - 1715 CST

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - FENCE
  5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1313      6/19/82      TUSCALOOSA, AL      A/C Reg. No. N2519G      Time (Lcl) - 2134 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model      - CESSNA 182B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL O-470L  
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- 240/008 KTS  
Visibility      - 6.0 SM  
Cloud Conditions(1st) - 5000 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
SEALE, AL  
Destination  
EUTAW, AL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

VAN DEGRAFF  
Runway Ident      - 22  
Runway Lth/Wid      - 6499/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 8000      Last 24 Hrs - 3  
Make/Model- 2600      Last 30 Days- UNK/NR  
Instrument- 169      Last 90 Days- 103  
Multi-Eng - 86

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD FLOWN FROM EUTAW TO SEALE, AL TO PARTICIPATE IN A PARACHUTE ACTIVITY. ALTHOUGH THE PLANE WAS EQUIPPED FOR PARACHUTING, IT WAS NOT USED FOR THAT PURPOSE ON THAT TRIP. BEFORE RETURNING TO EUTAW, THE PILOT USED A DIPSTICK TO CHECK THE FUEL AND ESTIMATED HE HAD A SUFFICIENT AMOUNT REMAINING FOR THE 1.1 HR RETURN FLIGHT. HE DID NOT CHECK THE WEATHER OR REFUEL THE AIRCRAFT. EN ROUTE, HE ENCOUNTERED CLOUDS, DARKNESS, AND HEAVY RAIN SHOWERS. WHILE DEVIATING FROM HIS PLANNED COURSE, HE LOST TRACK OF HIS POSITION AND THE FUEL SUPPLY BECAME LOW. HE DIVERTED TO TUSCALOOSA, AL, BUT RAN OUT OF FUEL DURING HIS APPROACH. THE PLANE STRUCK TREES ABOUT 1/2 MILE FROM THE RUNWAY DURING A FORCED LANDING. NO SEAT OR SEAT BELT WAS AVAILABLE FOR THE PASSENGER; HOWEVER, THE PASSENGER RECEIVED ONLY MINOR INJURIES.

Brief of Accident (Continued)

File No. - 1313

6/19/82

TUSCALOOSA, AL

A/C Reg. No. N2519G

Time (Lc1) - 2134 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - CLOUDS
  3. WEATHER CONDITION - RAIN
- 

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

Finding(s)

4. FLUID, FUEL - LOW LEVEL
  5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  6. FLUID, FUEL - EXHAUSTION
  7. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

8. OBJECT - TREE(S)
- 

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1254      4/25/82      DELAPLANE,AR      A/C Reg. No. N3588S      Time (Lcl) - 1600 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2407	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	CORNING,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DELAPLANE,AR	PRIVATE
Wind Dir/Speed- 045/004 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 229
SE LAND	Months Since - 21	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 80
		Instrument- 4
		Last 30 Days- 2
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING THE PILOT NOTICED BRAKING ACTION WAS POOR DUE TO WET GRASS ON THE STRIP. THE NOSE OF THE AIRCRAFT STRUCK A SOFT SPOT ON THE RUNWAY, SANK IN AND SHEARED OFF THE NOSE GEAR. THE AIRCRAFT THEN NOSED OVER. INVESTIGATION REVEALED THE PILOT/OWNER HAD RECENTLY ADDED DIRT TO SEVERAL LOW SPOTS ON THE STRIP AND HAD NOT COMPACTED IT.

Brief of Accident (Continued)

File No. - 1254

4/25/82

DEPLANE,AR

A/C Reg. No. N3588S

Time (Lcl) - 1600 CDT

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

Finding(s)  
1. TERRAIN CONDITION - WET  
-----

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

Finding(s)  
2. TERRAIN CONDITION - SOFT  
3.    UNSUITABLE TERRAIN - NOT CORRECTED - PILOT IN COMMAND  
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE  
-----

Occurrence #3  
Phase of Operation

Finding(s)  
5. AIRPORT FIRE/RESCUE SERVICE - GROUND  
-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1264      5/01/82      HARRISON,AR      A/C Reg. No. N704EY      Time (Lcl) - 1651 CDT

-----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      -MANEUVERING			0	0	0	1
				0	0	1

-----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-----

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	BOONE COUNTY
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident      - 18
Visibility      - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5660/ 150
Cloud Conditions(1st) - 4500 FT BROKEN	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Cloud Conditions(2nd) - 12000 FT OVERCAST	Type Approach Flown - NONE	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 1010
SE LAND	Months Since      - 5	Last 24 Hrs      - 0
	Aircraft Type - UNK/NR	Make/Model- 300
		Last 30 Days- UNK/NR
		Instrument- 22
		Last 90 Days- 6
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PERFORMING A LOW, SLOW PASS TO MAKE A BEAN BAG DROP ON A TAXIWAY TARGET WHEN HE LOST CONTROL, COLLIDED WITH A DITCH AND NOSED OVER. THE AIRCRAFT FLIPPED INVERTED. THE STALL WARNING HORN WAS SOUNDING DURING THE MANEUVER.

Brief of Accident (Continued)

File No. - 1264

5/01/82

HARRISON, AR

A/C Reg. No. N704EY

Time (Lcl) - 1651 CDT

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

Finding(s)

1. VMC - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

2. TERRAIN CONDITION - DITCH
  3. MANEUVER - MISJUDGED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1279      5/06/82      HARRISON, AR      A/C Reg. No. N47522      Time (Lcl) - 1915 CDT

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

Type Operating Certificate	OPERATING CERTIFICATE	Aircraft Damage					
	CORPORATE (14 CFR 125)	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 125	NONE	Pass	0	0	Minor	0
Accident Occurred During	-LANDING					None	1
							4

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TS10-360E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 200 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	GREAT BEND, KS			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	BERRYVILLE, AR		BOONE COUNTY	
Wind Dir/Speed	- 340/010 KTS	ATC/Airspace		Runway Ident	- 36
Visibility	- 2.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6161/ 100
Cloud Conditions(1st)	- 600 FT SCATTERED	Type of Clearance	- RADAR ADVISORIES	Runway Surface	- MACADAM
Cloud Conditions(2nd)	- 1000 FT OVERCAST	Type Approach Flown	- ILS - LOCALIZER ONLY	Runway Status	- WET
Obstructions to Vision	- FOG				
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 2369
SE LAND, ME LAND	Months Since - 6	Make/Model	- 3
	Aircraft Type - UNK/NR	Instrument	- 365
		Multi-Eng	- 2307
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING THE AIRCRAFT PORPOISED AND ON THE SECOND BOUNCE THE NOSE GEAR ASSEMBLY BUCKLED, THE WINDSHIELD SUPPORT BUCKLED AND THE RIGHT WINDSHIELD POPPED PARTIALLY OUT OF ITS CHANNEL. THE PILOT REGAINED CONTROL AND TAXIED IN. THE PROPS AND ENGINE NACELLES WERE WRINKLED, THE RIGHT MAIN GEAR WAS BENT AND THE RIGHT REAR SPAR WAS ALSO BENT.

Brief of Accident (Continued)

File No. - 1279

5/06/82

HARRISON, AR

A/C Reg. No. N47522

Time (Lcl) - 1915 CDT

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - BUCKLED
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DISTORTED
  4. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1236

5/11/82

MARVELL,AR

A/C Reg. No. N6625K

Time (Lcl) - 0630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - GRUMMAN G164B

Eng Make/Model - P & W R-1340-AN-1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARVELL,AR

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)

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

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) - UNK/NR

-----Narrative-----

DURING AN AERIAL APPLICATION PROCESS THE PILOT ALLOWED THE AIRCRAFT TO COLLIDE WITH A RICE LEVY. THE AIRCRAFT WAS DESTROYED AND THERE WERE NO INJURIES TO THE PILOT.

Brief of Accident (Continued)

File No. - 1236

5/11/82

MARVELL,AR

A/C Reg. No. N6625K

Time (Lc1) - 0630 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
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. - 1207      5/19/82      PINE BLUFF, AR      A/C Reg. No. N9825      Time (Lcl) - 1400 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 12.0 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 - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MYHAND</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2700/ 180</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ROUGH</p>
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-----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, ME LAND	Months Since - 5	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- 50
		Multi-Eng - 75
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING THE RIGHT MAIN LANDING GEAR DROPPED INTO A DITCH ALONGSIDE THE RUNWAY AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1207

5/19/82

PINE BLUFF, AR

A/C Reg. No. N9825

Time (Lcl) - 1400 CDT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1205

5/20/82

KNOBEL, AR

A/C Reg. No. N4439J

Time (Lcl) - 0745 CDT

-----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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA T188C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4400  
No. of Seats - 1

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 210/002 KTS

Visibility - 16.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 451

Make/Model- 62

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING HIS SWATH RUN THE ENGINE SEEMED TO HESITATE. WHILE CHECKING THE ENGINE THE PILOT COLLIDED WITH A LEVEE AND THE LANDING GEAR SEPARATED FROM THE AIRCRAFT. THE PILOT MADE A FORCED LANDING IN AN ADJACENT FIELD.

Brief of Accident (Continued)

File No. - 1205

5/20/82

KNOBEL,AR

A/C Reg. No. N4439J

Time (Lc1) - 0745 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            GEAR COLLAPSED  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

3. LANDING GEAR - OVERLOAD
- 

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

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1206      5/20/82      HARRISBURG, AR      A/C Reg. No. N93067      Time (Lcl) - 0800 CDT

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

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

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

Make/Model	- BELL 47D-1	Eng Make/Model	- FRANKLIN 6V4	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2850	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 210 HP		

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

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

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total - 938
SE LAND	Months Since	- UNK/NR	Make/Model - 635
HELICOPTER	Aircraft Type	- UNK/NR	Instrument - 18
		Multi-Eng	- 5
			Last 24 Hrs - 6
			Last 30 Days - UNK/NR
			Last 90 Days - 73
			Rotorcraft - 635

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AGRICULTURAL SPRAYING OPERATION THE PILOT TURNED DOWNWIND AND THE TAIL ROTOR STRUCK A RICE DIKE. THE PILOT LOST CONTROL AND THE AIRCRAFT LANDED HARD. THE MAIN ROTOR SEVERED THE TAIL BOOM. INVESTIGATION REVEALED THE AIRCRAFT HAD BEEN LOADED WITHIN 100 POUNDS OF THE MAXIMUM GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1206

5/20/82

HARRISBURG,AR

A/C Reg. No. N93067

Time (Lcl) - 0800 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. MANEUVER - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

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

Finding(s)

4. FLARE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #5 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. ROTOR SYSTEM,MAIN ROTOR BLADE - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1375      5/25/82      JONESBORO, AR      A/C Reg. No. N6851      Time (Lcl) - 1300 CDT

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

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

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

Make/Model	- BELL 47D1	Eng Make/Model	- FRANKLIN 6V4	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 210 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 - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, ATP, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5200</p> <p>Make/Model- 1000</p> <p>Instrument- 200</p> <p>Multi-Eng - 500</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 120</p> <p>Rotorcraft - 2200</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AFTER LOADING 40 GALLONS OF HERBICIDE ON THE AIRCRAFT THE PILOT ATTEMPTED TO LIFT OFF THE BACK OF THE LOADING TRUCK. THE TAKEOFF WAS NORMAL; HOWEVER, AS THE HELICOPTER CLEARED THE TRUCK, IT WAS NOT ABLE TO SUSTAIN A HOVER. THE PILOT THEN EXECUTED A RUNNING LANDING IN THE ADJACENT WHEAT FIELD. DURING THE LANDING THE SPRAY BOOMS BECAME ENTANGLED IN THE WHEAT CAUSING THE AIRCRAFT TO NOSE DOWN AND OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1375

5/25/82

JONESBORO, AR

A/C Reg. No. N6851

Time (Lc1) - 1300 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
  3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
  5. TERRAIN CONDITION - CROP
  6. RUN ON LANDING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation       TAKEOFF

Finding(s)

7. SPRAY/DUSTING EQUIPMENT - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1377

5/30/82

LAKE CITY, AR

A/C Reg. No. N5522X

Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - AERO COMMANDER S2R

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 - 6000

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS

Visibility - 9.0 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 - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2700 Last 24 Hrs - 10

Make/Model- 460 Last 30 Days- UNK/NR

Instrument- 300 Last 90 Days- 150

Multi-Eng - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED FROM A SOFT PRIVATE AG STRIP WITH A HEAVY LOAD AND WOULD NOT CLIMB HIGH ENOUGH TO GET ABOVE WHEAT IN A FIELD OFF THE END OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE WHEAT AND WAS SUBSEQUENTLY DESTROYED BY GROUND FIRE.

Brief of Accident (Continued)

File No. - 1377

5/30/82

LAKE CITY, AR

A/C Reg. No. N5522X

Time (Lc1) - 1430 CDT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
  4. TERRAIN CONDITION - CROP
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1396

6/01/82

CLARKSVILLE, AR

A/C Reg. No. N67650

Time (Lcl) - 1240 CDT

-----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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 135/008 KTS  
Visibility - 25.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OZARK, AR  
Destination  
CLARKSVILLE, AR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
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 - 72

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	231	Last 24 Hrs	-	3
Make/Model-	77		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	13	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER LANDING AT OZARK, AR, NO FUEL WAS AVAILABLE. THEREFORE, HE PROCEEDED TO OBTAIN FUEL AT CLARKSVILLE, AR, A DISTANCE OF ABOUT 15 MILES. AFTER TAKEOFF, HE ENCOUNTERED MODERATE TURBULENCE, LEVELED AT ABOUT 600 FT, AND REDUCED POWER IN ORDER TO REDUCE THE BOUNCING. HE THEN PREOCCUPIED HIMSELF WITH LOCATING CLARKSVILLE AND THE AIRPORT ON THE SECTIONAL CHART. AS HE WAS DOING THIS, HE FELT THE AIRCRAFT SINK. FULL POWER WAS APPLIED, BUT THE SINK CONTINUED. SUBSEQUENTLY, THE AIRCRAFT STRUCK TRANSMISSION LINES WHICH THE PILOT HAD NOT SEEN PRIOR TO IMPACT. AFTER HITTING THE LINES, A FORCED LANDING WAS MADE ON A HIGHWAY MEDIAN WHERE THE NOSE GEAR SHEARED OFF. THE PILOT STATED THAT THIS WAS THE FIRST TIME HE HAD FLOWN OVER MOUNTAINOUS TERRAIN AND IN ITS ASSOCIATED TURBULENCE.

Brief of Accident (Continued)

File No. - 1396

6/01/82

CLARKSVILLE, AR

A/C Reg. No. N67650

Time (Lc1) - 1240 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. WEATHER CONDITION - DOWNDRAFT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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. - 1214      6/07/82      BRINKLEY, AR      A/C Reg. No. N38413      Time (Lc1) - 1500 CDT

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

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-320-A2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	PALISTINE, AR	PRIVATE AG STRIP
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2700 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 69
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SHORT FIELD TAKEOFF THE PILOT ABRUPTLY RAISED THE NOSE OF THE AIRCRAFT. THE AIRCRAFT DRIFTED TO THE RIGHT AND STALLED. THE AIRCRAFT CRASHED IN AN ADJACENT WHEAT FIELD.

Brief of Accident (Continued)

File No. - 1214

6/07/82

BRINKLEY, AR

A/C Reg. No. N38413

Time (Lc1) - 1500 CDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
- 

Occurrence #3        GEAR COLLAPSED  
Phase of Operation    TAKEOFF

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1215      6/08/82      BONO,AR      A/C Reg. No. N8105K      Time (Lcl) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -CROP CONTROL RELATED FLIGHT  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - GRUMMAN G164B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4500  
No. of Seats      - 1

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 - NO

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 205/015 KTS  
Visibility      - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
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      - 09  
Runway Lth/Wid      - 2640 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type      - 13

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

Total	- 1355	Last 24 Hrs	- UNK/NR
Make/Model-	278	Last 30 Days-	UNK/NR
Instrument-	16	Last 90 Days-	54
Multi-Eng -	89		

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS LOADED WITH 1700 POUNDS OF FERTILIZER AND 70 GALLONS OF FUEL. THE AIRCRAFT WOULD NOT CLIMB OUT OF GROUND EFFECT. DURING THE FORCED LANDING THE AIRCRAFT NOSED OVER. THE AIRCRAFT BURNED AFTER IMPACT.

Brief of Accident (Continued)

File No. - 1215

6/08/82

BOND,AR

A/C Reg. No. N8105K

Time (Lc1) - 1400 CDT

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

Finding(s)  
1. UNDETERMINED

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

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

Finding(s)  
2. TERRAIN CONDITION - OPEN FIELD

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1310

6/14/82

LAKEWOOD, AR

A/C Reg. No. N9044W

Time (Lcl) - 1715 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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire  
NONE

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

Make/Model - WEATHERLY 201C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - P&W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 5.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- 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 - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

FAVER AIRSTRIP

Runway Ident - 09

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 52

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13005 Last 24 Hrs - 6

Make/Model- 3900 Last 30 Days- 65

Instrument- 14 Last 90 Days- 200

Multi-Eng - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT MAIN GEAR OF THE AIRCRAFT FAILED DURING THE TAKEOFF ROLL. THE PILOT STATED THAT THE GEAR FAILED AFTER HE HAD ROLLED ABOUT 150 FT.

Brief of Accident (Continued)

File No. - 1310

6/14/82

LAKEWOOD, AR

A/C Reg. No. N9044W

Time (Lc1) - 1715 CDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1272      3/27/82      SACATON, AZ      A/C Reg. No. N4929Y      Time (Lcl) - 1430 MST

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

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

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

Make/Model	- PIPER 25	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-----

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	- UNK/NR	ATC/Airspace
Visibility	- 60.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- NONE	- NONE
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	
		Runway Ident
		- UNK/NR
		Runway Lth/Wid
		- UNK/NR
		Runway Surface
		- DIRT
		Runway Status
		- ROUGH

-----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	- 885
SE LAND	Months Since - 5	Make/Model	- 376
	Aircraft Type - UNK/NR	Instrument	- 50
		Multi-Eng	- 1
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION PROCEDURE TURN THE AIRCRAFT'S ENGINE QUIT. THE AIRCRAFT WAS CRASH LANDED IN A FIELD AND WAS SUBSTANTIALLY DAMAGED. EXAMINATION OF THE WRECKAGE REVEALED THERE WAS NO FUEL IN THE FUEL TANKS AND APPROXIMATELY ONE TABLESPOON OF FUEL IN THE FUEL SUMP. NO OTHER AIRCRAFT SYSTEM MALFUNCTIONS WERE NOTED.

Brief of Accident (Continued)

File No. - 1272

3/27/82

SACATON,AZ

A/C Reg. No. N4929Y

Time (Lcl) - 1430 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
  3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

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

-----

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1250      5/16/82      CAMP VERDE, AZ      A/C Reg. No. N96732      Time (Lcl) - 1200 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

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

1

Minor

0

1

None

1

0

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 50.0 SM  
Cloud Conditions(1st) - 12000 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
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  
ON AIRPORT

Airport Data

RALPH-BURBUCHER (PRIVATE)  
Runway Ident      - 35  
Runway Lth/Wid      - 2100 -UNK/NR  
Runway Surface      - GRAVEL  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 52

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 178  
Make/Model- 34  
Instrument- 4  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APPROACH THE PILOT ALLOWED THE AIRCRAFT TO DESCEND INTO BUSHES AT THE END OF THE RUNWAY. THE PILOT LANDED HARD, THE NOSE WHEEL COLLAPSED AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1250

5/16/82

CAMP VERDE,AZ

A/C Reg. No. N96732

Time (Lcl) - 1200 MST

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
- 

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

Finding(s)

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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1270      4/10/82      LAKE HUGHES, CA      A/C Reg. No. N70939      Time (Lcl) - 2245 PST

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

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

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

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BAKERSFIELD, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - UNK/NR	HAWTHORNE, CA	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 12000 FT SCATTERED	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 404
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - CESSNA	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REQUESTED THE EN ROUTE WEATHER CONDITIONS AT 1545, 1625, 1732 AND 2150 PST FROM THE BAKERSFIELD FSS. THE PILOT WAS INFORMED, ON EACH OCCASION, THAT VFR FLIGHT WAS NOT RECOMMENDED; HOWEVER, AT 2213 THE PILOT DEPARTED BAKERSFIELD. NO FLIGHT PLAN WAS FILED AND THERE WERE NO RADIO COMMUNICATIONS WITH THE AIRCRAFT AFTER DEPARTURE. THE AIRCRAFT WRECKAGE WAS LOCATED 48 MILES FROM THE DEPARTURE POINT AT THE 4500 FOOT LEVEL OF A RIDGELINE. INVESTIGATION REVEALED THE WEATHER FORECAST FOR THE PILOT'S ROUTE OF FLIGHT WAS FOR MOUNTAIN TERRAIN OBSCURATION AND THUNDERSTORMS.

Brief of Accident (Continued)

File No. - 1270

4/10/82

LAKE HUGHES, CA

A/C Reg. No. N70939

Time (Lc1) - 2245 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT INTO KNOWN ADVERSE WEATHER - DISREGARDED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1337      4/18/82      LONG BEACH, CA      A/C Reg. No. N5513L      Time (Lcl) - 0920 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

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

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1507  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 220/003 KTS  
Visibility      - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LONG BEACH  
Runway Ident      - 25  
Runway Lth/Wid      - 5000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 24  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 13      Last 24 Hrs - 0  
Make/Model- 13      Last 30 Days- UNK/NR  
Instrument- 2      Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE NOSE GEAR COLLAPSED AND THE PLANE VEERED OFF THE RUNWAY. THE STUDENT PILOT AND A WITNESS STATED THAT THE GEAR COLLAPSED AFTER A NORMAL LANDING. THE NOSEWHEEL TIRE HAD UNEVEN WEAR CHARACTERISTICS. THERE WAS SUBSTANTIAL DAMAGE TO THE ENGINE MOUNT, FIRE WALL, AND ADJACENT STRUCTURE BEHIND THE FIRE WALL, AND THE NOSEWHEEL STEERING RODS WERE BROKEN.

Brief of Accident (Continued)

File No. - 1337

4/18/82

LONG BEACH, CA

A/C Reg. No. N5513L

Time (Lc1) - 0920 PST

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

Finding(s)

1. LANDING GEAR, TIRE - WORN
  2. LANDING GEAR, NOSE GEAR - UNDETERMINED
  3. LANDING GEAR, NOSEWHEEL STEERING - FAILURE, TOTAL
- 

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

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1261

5/07/82

SANTA BARBARA,CA

A/C Reg. No. N4907V

Time (Lcl) - 1745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - BELLANCA 17-30  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3000  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 270/008 KTS  
Visibility - 3.0 SM  
Cloud Conditions(1st) - 500 FT SCATTERED  
Cloud Conditions(2nd) - 1200 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FRESNO,CA  
Destination  
SANTA BARBARA,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SANTA BARBARA  
Runway Ident - 25  
Runway Lth/Wid - 6054/ 150  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

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

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

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

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - B-17-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1208  
Make/Model- 484  
Instrument- 32  
Last 24 Hrs - 0  
Last 30 Days- 6  
Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT VISITED FRESNO FSS FOR A WEATHER BRIEFING ON ROUTE TO SANTA BARBARA. HE WAS ADVISED OF WEATHER AND TOLD VFR FLIGHT WAS NOT RECOMMENDED. THE PILOT THEN SAID HE WOULD GO VFR AND MAKE AN INSTRUMENT APPROACH AT SANTA BARBARA IF WEATHER WAS AS BAD AS FORECAST. HE ALSO SAID HE DID NOT NEED A COMPLETE WEATHER BRIEFING. HE DEPARTED FRESNO AT 1623 WITH ONE PASSENGER AND PROCEEDED TO SANTA BARBARA. HE WAS DESCENDED TO 2300 FEET APPROACHING HIS FINAL FIX FOR A VOR RUNWAY 25 APPROACH BY SANTA BARBARA APPROACH CONTROL AND TOLD TO SWITCH TO TOWER FREQUENCY. ABOUT 30 SECONDS LATER AT 1741 THE FLIGHT CONTACTED THE TOWER AND ADVISED THAT THEY WERE LOST. TOWER ADVISED THE FLIGHT TO EXECUTE A MISSED APPROACH PROCEDURE AND CONTACT DEPARTURE CONTROL. THE FLIGHT WAS HEARD ON DEPARTURE FREQUENCY BUT NO CONTACT WAS ESTABLISHED. N4907V WAS FOUND ON MAY 8 AT AN ELEVATION OF 2450 FEET, 9 MI. FROM SANTA BARBARA VOR. THIS WAS THE LAST TRANSMISSION FROM THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1261

5/07/82

SANTA BARBARA,CA

A/C Reg. No. N4907V

Time (Lc1) - 1745 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1217      5/15/82      6 NM S. OF LAKEPORT, CA      A/C Reg. No. N16150      Time (Lcl) - 2052 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-360-AIF6D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
LAKEPORT, CA  
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- 350/003 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 25000 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - AA5B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 223	Last 24 Hrs -	1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHEN HE PERFORMED HIS PREFLIGHT OF THE AIRCRAFT THE VISUAL CHECK OF THE FUEL TANKS INDICATED FUEL TO THE BOTTOM OF THE TABS. TWENTY TWO MINUTES AFTER TAKEOFF THE ENGINE QUIT. HE EXECUTED A LANDING AND THE AIRCRAFT COLLIDED WITH A DITCH COLLAPSING THE LANDING GEAR. AFTER ASSURING THE CONDITION OF HIS PASSENGERS THE PILOT EXAMINED THE FUEL TANKS AND FOUND THEM EMPTY. A SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED NO DISCREPANCIES THAT WOULD ACCOUNT FOR FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1217

5/15/82

6 NM S. OF LAKEPORT, CA

A/C Reg. No. N16150

Time (Lcl) - 2052 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FUEL SUPPLY - INATTENTIVE - 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. OBJECT - WIRE,TRANSMISSION

Occurrence #4      GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1251      5/24/82      RICHVALE, CA      A/C Reg. No. N10225      Time (Lcl) - 1100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation      -APPLYING SEEDS, CHEMICALS, ETC

Fire

Crew

Flight Conducted Under      -14 CFR 137

ON GROUND

Pass

Accident Occurred During      -MANEUVERING

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

Make/Model      - GRUMMAN G-164

Eng Make/Model - CONTINENTAL W-670

ELT Installed/Activated - NO -N/A

Landing Gear      - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt      - 3725

Engine Type      - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats      - 1

Rated Power      - 250 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 350/007 KTS

Visibility      - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

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

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

Pilot-In-Command

Age - 24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current      - YES

Total      - 1200

Last 24 Hrs - 7

SE LAND

Months Since      - 19

Make/Model- 650

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 40

Last 90 Days- 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PROCEDURE TURN OF THE SWATH RUN THE PILOT STATED HE WAS LOW AND SLOW AND COLLIDED WITH POWERLINES.  
THE AIRCRAFT CRASHED AND BURNED.

Brief of Accident (Continued)

File No. - 1251

5/24/82

RICHVALE,CA

A/C Reg. No. N10225

Time (Lc1) - 1100 PDT

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

Finding(s)  
1. LOW PASS - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2  
Phase of Operation

Finding(s)  
2. OBJECT - WIRE,TRANSMISSION(MARKED)  
3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND  
-----

Occurrence #3  
Phase of Operation

Finding(s)  
4. TERRAIN CONDITION - OPEN FIELD  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1339      5/28/82      PALM SPRINGS, CA      A/C Reg. No. N1009R      Time (Lcl) - 2040 PDT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
COMMUTER	MINOR		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -STANDING		Other	0	1	0

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

Make/Model - SWEARINGEN SA226-TC	Eng Make/Model - TPE331	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 10062	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 1000 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 - 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 - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination YUMA, AZ</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 PALM SPRINGS</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 3150</td> <td>Last 24 Hrs - 6</td> </tr> <tr> <td>Make/Model- 1500</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 490</td> <td>Last 90 Days- 260</td> </tr> <tr> <td>Multi-Eng - 1500</td> <td></td> </tr> </table>	Total - 3150	Last 24 Hrs - 6	Make/Model- 1500	Last 30 Days- UNK/NR	Instrument- 490	Last 90 Days- 260	Multi-Eng - 1500	
Total - 3150	Last 24 Hrs - 6									
Make/Model- 1500	Last 30 Days- UNK/NR									
Instrument- 490	Last 90 Days- 260									
Multi-Eng - 1500										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER STARTING THE ENGINES AT NIGHT, A SIGNAL WAS GIVEN TO A LINE SERVICE EMPLOYEE TO DISCONNECT THE APU. WHILE ATTEMPTING TO DISCONNECT THE APU, THE LINE SERVICE EMPLOYEE MOVED INTO THE PATH OF THE RIGHT PROPELLER AND WAS SERIOUSLY INJURED.

Brief of Accident (Continued)

File No. - 1339

5/28/82

PALM SPRINGS, CA

A/C Reg. No. N1009R

Time (Lc1) - 2040 PDT

-----  
Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - GROUND PERSONNEL

-----  
-----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. - 1252      5/28/82      SAN CARLOS,CA      A/C Reg. No. N5138H      Time (Lcl) - 1706 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data SAN CARLOS
Completeness - N/A	ATC/Airspace	Runway Ident - 30
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Wind Dir/Speed- 300/008 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 5.0 SM	Type Approach Flown - NONE	Runway Status - DRY
Cloud Conditions(1st) - NONE		
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 91
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 61
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING SHORT FIELD LANDINGS. ON FINAL THE PILOT LOWERED THE NOSE OF THE AIRCRAFT AND LEVELED THE WINGS, THE NOSE WHEEL STRUCK THE RUNWAY CALLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1252

5/28/82

SAN CARLOS, CA

A/C Reg. No. N5138H

Time (Lcl) - 1706 PDT

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

Finding(s)  
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND  
2. FLARE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        NOSE GEAR COLLAPSED  
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. - 1345      5/30/82      LLANO, CA      A/C Reg. No. N6615Y      Time (Lcl) - 1830 PDT

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TSIO-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

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

<p>Weather Data-</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/015 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;">CRYSTAL</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 5170/ 350</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5039
SE LAND	Months Since - 18	Make/Model- 5039
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHEN HE ATTEMPTED TO EXTEND THE GEAR WITH THE NORMAL SYSTEM, IT WOULD NOT OPERATE. HE STATED THAT HE CYCLED THE GEAR HANDLE 4 OR 5 TIMES AND CHECKED THE CIRCUIT BREAKERS. REPORTEDLY, HE TRIED TO EXTEND THE GEAR WITH THE HAND PUMP BUT IT WAS JAMMED. ABRUPT MANEUVERS WERE ALSO TRIED, BUT TO NO AVAIL. DURING A WHEELS-UP LANDING, THE PROPELLER TIPS, BELLY SKIN, AND NOSE GEAR DOORS WERE DAMAGED. THE PILOT STATED THAT AFTER THE LANDING, METAL FILINGS AND SHAVING WERE FOUND IN THE TELESCOPING PART OF THE EMERGENCY GEAR HANDLE. REPORTEDLY, HE AND TWO OTHER PERSONS HAD EXTENDED THE HANDLE WITH SOME DIFFICULTY BEFORE THE INVESTIGATOR ARRIVED. THE INVESTIGATOR FOUND NO DISCREPANCIES WITH THE NORMAL OR EMERGENCY GEAR SYSTEMS. HE NOTED THAT THE TWO MAIN TIRES WERE BEING HELD IN THE WHEEL WELL BY THE TIRES RESTING ON THE GROUND. PERPENDICULAR SCUFF MARKS WERE FOUND ON THE TIRES. THE INVESTIGATOR TRIED, BUT WAS UNABLE, TO FORCE THE SHAVINGS IN THE EMERGENCY GEAR HANDLE.

Brief of Accident (Continued)

File No. - 1345

5/30/82

LLANO, CA

A/C Reg. No. N6615Y

Time (Lcl) - 1830 PDT

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

Finding(s)  
1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND  
2. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1340

6/06/82

COALINGA, CA

A/C Reg. No. N9824R

Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - BEECH M35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2950  
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 - 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- 350/003 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  
FRESNO, CA  
Destination  
COALINGA, CA

Airport Proximity  
ON AIRPORT

Airport Data

HARRIS RANCH  
Runway Ident - 32  
Runway Lth/Wid - 3000/ 30  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 32

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - BE-35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	300	Last 24 Hrs -	0
Make/Model-	80	Last 30 Days-	12	
Instrument-	0	Last 90 Days-	20	

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PILOT WAS ARRIVING TO AN UNCONTROLLED AIRPORT, HE COULD SEE A GROUP OF PLANES ON THE RUNUP PAD AT THE APPROACH END OF THE RUNWAY. AS HE CONTINUED WITH HIS ARRIVAL AND APPROACH, HE RADIOED HIS INTENTIONS, BUT HEARD NO TRANSMISSIONS FROM THE DEPARTING PLANES. WHEN HE WAS LESS THAN A MILE ON FINAL, THE LAST PLANE WAS DEPARTING. SUBSEQUENTLY, HE LANDED WITH HIS GEAR RETRACTED. AFTER THE ACCIDENT, HE LEARN THERE WERE MANY OLDER MODEL AIRCRAFT AT THE AIRPORT THAT WERE RETURNING FROM AN AIRSHOW.

Brief of Accident (Continued)

File No. - 1340

6/06/82

COALINGA, CA

A/C Reg. No. N9824R

Time (Lcl) - 1400 PDT

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

Finding(s)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1341      6/13/82      LANCASTER, CA      A/C Reg. No. N1580Y      Time (Lcl) - 1800 PDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOJAVE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANCASTER, CA	GEN. WILLIAM J. FOX
Wind Dir/Speed- 240/030 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 - UNK/NR	Runway Status - N/A
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 - 95
SE LAND	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- 4
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT LANDED AT AN AIRPORT TO REFUEL. HOWEVER, THE FUEL TRUCKS WERE LOCKED UP AND NO ONE WAS AT THE UNICOM OFFICE, EVEN THOUGH, THE AIRPORT DIRECTORY INDICATED THE FIELD WAS ATTENDED AND FUEL SHOULD HAVE BEEN AVAILABLE. THE PILOT PREFLIGHTED THE AIRCRAFT AND BELIEVED HE HAD ENOUGH FUEL TO FLY FROM MOJAVE TO LANCASTER, CA. WHILE ON BASE LEG FOR LANDING AT LANCASTER, THE PILOT ELECTED TO MAKE A 360 DEGREE TURN TO GET SPACING BEHIND ANOTHER PLANE. DURING THE TURN, THE ENGINE LOST POWER. SUBSEQUENTLY, A CROSSWIND LANDING WAS MADE IN A VACANT FIELD WHILE AVOIDING POWER LINES. DURING THE LANDING ROLL, THE PLANE HIT A BUMP. WHEELBARROWED, AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1341

6/13/82

LANCASTER, CA

A/C Reg. No. N1580Y

Time (Lc1) - 1800 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

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      NOSE OVER

Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. WEATHER CONDITION - CROSSWIND
6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1320

6/25/82

CORCORAN,CA

A/C Reg. No. N1141W

Time (Lc1) - 1101 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -CROP CONTROL RELATED FLIGHT  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - BELL 47J-2  
Landing Gear - SKID  
Max Gross Wt - 2850  
No. of Seats - 2

Eng Make/Model - LYCOMING VO-540-B1B3  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
CORCORAN,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

EL RICO  
Runway Ident - 31  
Runway Lth/Wid - 3770/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
HELICOPTER

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 - 1820  
Make/Model- 1820  
Instrument- 0  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 80  
Rotorcraft - 1820

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A LANDING DOLLY, THE PILOT LOST DIRECTIONAL CONTROL AND THE HELICOPTER BEGAN TO SPIN TO THE RIGHT. HE REALIZED THAT HE HAD A TAIL ROTOR FAILURE, BUT REPORTED THAT HE WAS HALF OVER THE DOLLY AND HEADED TOWARD A JET RANGER AND A FUEL SYSTEM. HE STATED THAT HE PULLED BACK INSTEAD OF CHOPPING THE THROTTLE, BUT THEN THE HELICOPTER TURNED TOWARD A HANGER. SUBSEQUENTLY, IT CRASHED IN A COTTON FIELD AWAY FROM THE BUILDINGS AND EQUIPMENT. THE HELICOPTER BEGAN BURNING, BUT THE OCCUPANTS WERE HELPED OUT OF THE COCKPIT BY OTHER PERSONNEL.

Brief of Accident (Continued)

File No. - 1320

6/25/82

CORCORAN,CA

A/C Reg. No. N1141W

Time (Lc1) - 1101 PDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. VERTICAL TAKEOFF - PERFORMED - PILOT IN COMMAND
  2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
- 

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
  5. OBJECT - BUILDING(NONRESIDENTIAL)
  6. MANEUVER - ATTEMPTED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1398

6/30/82

EL CENTRO, CA

A/C Reg. No. N8100Z

Time (Lcl) - 1235 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 205  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 320/005 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  
EL CENTRO, CA  
Destination  
MEXICALI, MX

Airport Proximity  
ON AIRSTRIP

Airport Data

DOUTHITT STRIP  
Runway Ident - 08  
Runway Lth/Wid - 2100/ 50  
Runway Surface - DIRT  
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)

COMMERCIAL  
SE LAND  
HELICOPTER

Age - 47

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5511	Last 24 Hrs	- UNK/NR
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER DURING TAKEOFF. DURING A FORCED LANDING, THE AIRCRAFT HIT A DITCH AND WAS SUBSTANTIALLY DAMAGED. AN ENGINE TEARDOWN REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1398

6/30/82

EL CENTRO, CA

A/C Reg. No. N8100Z

Time (Lc1) - 1235 PDT

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

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

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

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

Finding(s)  
2. TERRAIN CONDITION - DITCH  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1288      4/04/82      WESTCLIFFE, CO      A/C Reg. No. N1297U      Time (Lcl) - 1145 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2407  
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-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- 250/015 KTS  
Visibility      - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
COLORADO SPRINGS, CO

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

VALLEY  
Runway Ident      - 27  
Runway Lth/Wid      - 4200/ 100  
Runway Surface      - GRAVEL  
Runway Status      - DRY

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

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

Age - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 108  
Make/Model- 108  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE WAS TAXIING FOR TAKEOFF WHEN THE WIND LIFTED THE TAIL OF THE AIRCRAFT AND IT NOSED OVER. THE WIND WAS REPORTED AT 250 DEGREES, AT 15 TO 20 KTS.

Brief of Accident (Continued)

File No. - 1288

4/04/82

WESTCLIFFE, CO

A/C Reg. No. N1297U

Time (Lcl) - 1145 MST

-----  
Occurrence                NOSE OVER  
Phase of Operation       TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1268      5/01/82      ERIE,CO      A/C Reg. No. N13845      Time (Lcl) - 1215 MDT

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

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

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

Make/Model	- PIPER PA-23	Eng Make/Model	- LYCOMING TIO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4800	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 - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/005 KTS</p> <p>Visibility - 0.0</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>SAME AS ACC/INC</p> <p>Destination</p> <p>GARDEN CITY,KS</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>ERIE AIRPARK</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 5400/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3358</p> <p>Make/Model- 50</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 774</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 94</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER DURING TAKEOFF CLIMB AND WAS LANDED STRAIGHT AHEAD RESULTING IN SUBSTANTIAL DAMAGE. THE FUEL SELECTOR VALVE WAS HARD TO MOVE AND DURING TESTS MOVING IT CAUSED THE ENGINES TO QUIT. PIPER AD 80-18-10 WARNS THAT SCOTT MANUFACTURED SELECTOR VALVES "COULD CAUSE POWER LOSS DUE TO MALFUNCTION OF THE VALVES". DISASSEMBLY OF THE VALVE ON THIS AIRCRAFT REVEALED SCRATCH MARKS ON THE SLIDING PORTION INDICATIVE OF BINDING.

Brief of Accident (Continued)

File No. - 1268

5/01/82

ERIE,CO

A/C Reg. No. N13845

Time (Lc1) - 1215 MDT

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

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - BINDING(MECHANICAL)
  2. FLUID,FUEL - BLOCKED(TOTAL)
- 

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

Finding(s)

3. WING,SPAR - OVERLOAD
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1303

6/01/82

GUNNISON, CO

A/C Reg. No. N12AC

Time (Lcl) - 1145 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - CESSNA T337C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4648  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360A  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 225 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS  
Visibility - 30.0 SM  
Cloud Conditions(1st) - 6500 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GUNNISON COUNTY  
Runway Ident - 24  
Runway Lth/Wid - 7200/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 55

Biennial Flight Review

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

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

Total	-	4280	Last 24 Hrs	-	0
Make/Model	-	230	Last 30 Days	-	0
Instrument	-	700	Last 90 Days	-	6
Multi-Eng	-	1000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE REAR ENGINE LOST POWER AT ABOUT 600 FT AGL, AND ABOUT 20 SECONDS LATER, THE FRONT ENGINE LOST POWER. THE PILOT HAD TURNED TO A DOWNWIND, BUT HAD LOST ALL POWER DURING THE TURN TO FINAL APPROACH. THE AIRCRAFT IMPACTED ABOUT 1/2 MILE FROM THE AIRPORT. THE PILOT REPORTED THAT THE FUEL TANKS HAD EMPTIED. HE STATED THAT THE FUEL TANKS INDICATED ABOUT 1/4 FULL. ALSO, HE NOTED THAT HE SHOULD HAVE LOOKED INTO THE TANKS RATHER THAN RELYING ON THE GAUGES.

Brief of Accident (Continued)

File No. - 1303

6/01/82

GUNNISON, CO

A/C Reg. No. N12AC

Time (Lc1) - 1145 MDT

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - FALSE INDICATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

6. FLUID, FUEL - EXHAUSTION
7. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1322      6/17/82      COLORADO SPRINGS, CO      A/C Reg. No. N737VH      Time (Lcl) - 1440 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 020/012 KTS  
Visibility - 4.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CORTEZ, CO  
Destination  
COLORADO SPRINGS, CO

Airport Proximity  
ON AIRPORT

Airport Data

ELLICOTT  
Runway Ident - 35  
Runway Lth/Wid - 5000/ 40  
Runway Surface - DIRT  
Runway Status - WET

ATC/Airspace

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

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

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

Age - 38  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

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

Total	-	110	Last 24 Hrs -	1
Make/Model-	14	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	20	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAW THUNDERSTORMS NEAR PUEBLO AND COLORADO SPRINGS, CO, AND CHECKED THE ATIS AT BOTH PLACES. HE ENCOUNTERED TURBULENCE ON THE APPROACH TO THE AIRPORT, BUT OTHERWISE, THE APPROACH AND TOUCHDOWN WERE NORMAL. ACCORDING TO THE PILOT, A STRONG GUST OF WIND CAUGHT THE AIRCRAFT AFTER TOUCHDOWN AND DIRECTIONAL CONTROL WAS LOST. SUBSEQUENTLY, THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY AND WAS DAMAGED. THE RUNWAY WAS WET AND THERE WAS A LOCALIZED THUNDERSTORM IN THE AREA. THE PILOT ESTIMATED THE WIND WAS GUSTING TO 50 KTS.

Brief of Accident (Continued)

File No. - 1322

6/17/82

COLORADO SPRINGS, CO

A/C Reg. No. N737VH

Time (Lcl) - 1440 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
4. WEATHER CONDITION - GUSTS
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1329      6/24/82      COLORADO SPRINGS, CO      A/C Reg. No. N7642      Time (Lcl) - 1230 MDT

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

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

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

Make/Model - SCHWEIZER SGS 1-34	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 - 840	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	BLACK FOREST GLIDER PORT
Wind Dir/Speed- 180/005 KTS	<b>ATC/Airspace</b>	Runway Ident - 17
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 20
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

<b>Pilot-In-Command</b>	Age - 49	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 30
	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- 0
GLIDER		Instrument- 0
		Last 90 Days- 3
Instrument Rating(s) - NONE		

-----Narrative-----

DURING THE TAKEOFF ROLL, THE CANOPY OF THE GLIDER CAME OPEN WHILE THE GLIDER WAS BEING TOWED. THE PILOT ATTEMPTED TO CLOSE THE CANOPY, AND IN DOING SO, THE GLIDER BECAME AIRBORNE, THEN CONTACTED THE RUNWAY IN A NOSE LOW ATTITUDE. SUBSEQUENTLY, THE GLIDER BEGAN TO PORPOISE AND THE PILOT RELEASED THE TOW CABLE AND LANDED STRAIGHT AHEAD. THERE WAS SUBSTANTIAL DAMAGE THROUGHOUT THE LENGTH OF THE FUSELAGE. AN EXAMINATION OF THE CANOPY REVEALED IT WAS CAPABLE OF BEING CLOSED AND LATCHED.

Brief of Accident (Continued)

File No. - 1329

6/24/82

COLORADO SPRINGS, CO

A/C Reg. No. N7642

Time (Lcl) - 1230 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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. - 1376      6/30/82      LAS ANIMAS, CO      A/C Reg. No. N2745B      Time (Lcl) - 0925 MDT

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

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

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

Make/Model - CESSNA 340	Eng Make/Model - CONTINENTAL TSIO-520-NB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5590	Engine Type - TURBOPROP	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ARAPAHOE, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAS ANIMAS, CO	LAS ANIMAS CITY & COUNTY
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3800/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3465
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - C-340	Make/Model- 600
		Last 30 Days- UNK/NR
		Instrument- 320
		Last 90 Days- 65
		Multi-Eng - 1940

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A FOUR FOOT HIGH IRRIGATION DITCH 50 FEET FROM THE APPROACH END OF RUNWAY 8 DURING SHORT FINAL. THE PILOT STATED THAT HE HAD PLANNED THE TOUCH DOWN POINT CLOSE TO THE END OF THE RUNWAY BECAUSE THE RUNWAY WAS ONLY 3800 FEET LONG. INVESTIGATION REVEALED THAT THE DITCH WAS NOT MENTIONED IN THE FAA AIRPORT/FACILITY DIRECTORY, THE FSS NOTAM SYSTEM, THE COLORADO AIRPORT DIRECTORY, OR THE 1982 AOPA AIRPORT DIRECTORY.

Brief of Accident (Continued)

File No. - 1376

6/30/82

LAS ANIMAS,CO

A/C Reg. No. N2745B

Time (Lc1) - 0925 MDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
  5. CHARTS - INADEQUATE
- 

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

Finding(s)

6. LANDING GEAR - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1372      7/07/82      STEAMBOAT SPRINGS, CO      A/C Reg. No. N5693R      Time (Lc1) - 1245 MDT

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

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

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

Make/Model	- ENSTROM 280C	Eng Make/Model	- LYCOMING HIO-360-E1AD	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 205 HP		

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

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

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4393
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model - 190
		Last 30 Days - UNK/NR
		Instrument - 477
		Last 90 Days - 130
		Multi-Eng - 3090
		Rotorcraft - 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LIFT-OFF HE WAS DISTRACTED BY PERSONS ON THE GROUND WAVING THEIR ARMS. THE AIRCRAFT DRIFTED TO THE LEFT AND CONTACTED A TREE AFTER WHICH THE PILOT LANDED THE AIRCRAFT AND IT ROLLED OVER.

Brief of Accident (Continued)

File No. - 1372

7/07/82

STEAMBOAT SPRINGS,CO

A/C Reg. No. N5693R

Time (Lc1) - 1245 MDT

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

Finding(s)

1. OBJECT - TREE(S)
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2        ROLL OVER  
Phase of Operation    TAKEOFF

Finding(s)

4. ROTOR SYSTEM - OVERLOAD
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1291      6/18/82      PLAINVILLE, CT      A/C Reg. No. N3622Q      Time (Lcl) - 1900 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROBERTSON FIELD
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Ident - 20
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3116/ 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 98
SE LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL ON THE SECOND LANDING ROLL AND SWERVED OFF RUNWAY ONTO A RAILROAD TRACK.

Brief of Accident (Continued)

File No. - 1291

6/18/82

PLAINVILLE,CT

A/C Reg. No. N3622Q

Time (Lc1) - 1900 EDT

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

Finding(s)

1. ELEVATOR - DELAYED - PILOT IN COMMAND
  2. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1368      7/02/82      WEST HAVEN, CT      A/C Reg. No. N39050      Time (Lcl) - 1600 EDT

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

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

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

Make/Model      - GRUMMAN AA-1C	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      - 1560	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats      - 2	Rated Power      - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	NANTUCKET, MA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	BRIDGEPORT, CT	Runway Ident      - UNK/NR
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Lth/Wid      - UNK/NR
Visibility      - 25.0 SM	Type of Flight Plan - NONE	Runway Surface      - DIRT
Cloud Conditions(1st) - NONE	Type of Clearance      - NONE	Runway Status      - WET
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	HOLES
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 58
SE LAND	Months Since      - N/A	Last 24 Hrs      - 0
	Aircraft Type - N/A	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED BRIDGEPORT, CT AT 1200 HOURS AND ARRIVED AT NANTUCKET, MA AT 1345 HOURS. WHILE EN ROUTE, HE MADE A TOUCH-AND-GO AT FISHERS ISLAND AND PRACTICED STALL MANEUVERS. HE DEPARTED NANTUCKET AT ABOUT 1430 HOURS WITHOUT REFUELING. SUBSEQUENTLY, HE RAN LOW ON FUEL AND DIVERTED TO NEW HAVEN, CT. HOWEVER, FUEL EXHAUSTION OCCURRED AND HE MADE A FORCED LANDING ON A SAND BAR. DURING THE LANDING, THE AIRCRAFT STRUCK ROCKS AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1368

7/02/82

WEST HAVEN, CT

A/C Reg. No. N39050

Time (Lcl) - 1600 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. FLUID, FUEL - LOW LEVEL
  3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
  4. FLUID, FUEL - EXHAUSTION
  5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

6. TERRAIN CONDITION - SAND BAR
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1382      3/20/82      MINNEOLA, FL      A/C Reg. No. N25PH      Time (Lc1) - 1300 EST

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

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

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

Make/Model	- BENSON B-8M	Eng Make/Model	- MCCULLOCH O-100	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 547	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 72 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- 280/007 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 CLERMONT, FL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>NONE</p>	<p>Age - 50</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 - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 4</p> <p>Make/Model- 4</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES HEARD AN ENGINE SPUTTER AND LOOKED UP TO SEE THE GYROCOPTER DESCENDING VERTICALLY INTO A NEARBY WOODED AREA WHILE THE NOSE OF THE AIRCRAFT WAS POINTED ALMOST STRAIGHT DOWN. INVESTIGATION REVEALED THAT THE PILOT DID NOT POSSESS ANY AERONAUTICAL CERTIFICATES OR RATINGS AND THAT HE HAD ACQUIRED APPROXIMATELY 4 HOURS OF FLIGHT TIME IN GYROCOPTERS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1382

3/20/82

MINNEOLA, FL

A/C Reg. No. N25PH

Time (Lcl) - 1300 EST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1330      6/26/82      FELLSMERE, FL      A/C Reg. No. N2437K      Time (Lc1) - 1230 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under      -14 CFR 91

NONE

Pass

Accident Occurred During      -LANDING

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

Make/Model      - PIPER PA-38-112

Eng Make/Model - LYCOMING O-235

ELT Installed/Activated - YES/NO

Landing Gear      - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt      - 1670

Engine Type      - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats      - 2

Rated Power      - 112 HP

-----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      - 10.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - 30000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

VERO BEACH, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - DIRT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Age - 22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current      - YES

Total      - 177

Last 24 Hrs - 3

SE LAND

Months Since      - 1

Make/Model- 177

Last 30 Days- UNK/NR

Aircraft Type - PA-38

Instrument- 16

Last 90 Days- 95

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS A FOREIGN NATIONAL WITH A PRIVATE PILOT CERTIFICATE AND WAS ON A SOLO INSTRUCTIONAL FLIGHT. HE REPORTED THAT THE ENGINE LOST POWER WHILE HE WAS PRACTICING S-TURNS AT 800 FT. HE STATED THAT HE ACCOMPLISHED THE PROCEDURE FOR AN ENGINE FAILURE, BUT IT WOULD NOT RESTART. WHILE LANDING ON A ROAD ON TOP OF A DYKE, THE AIRCRAFT HIT A GOUGE, SKIDDED FROM THE ROAD, AND WENT DOWN AN EMBANKMENT. AN EXAMINATION OF THE WRECKAGE REVEALED NO MECHANICAL MALFUNCTION OR PREIMPACT FAILURES. THE TEMPERATURE AND DEW POINT WERE 88 AND 72 DEGREES FAHRENHEIT. ACCORDING TO THE ICING PROBABILITY CHART, CONDITIONS CONDUCIVE TO VISIBLE INDUCTION ICING WOULD HAVE BEEN POSSIBLE DURING IDLE AND CRUISE POWER.

Brief of Accident (Continued)

File No. - 1330

6/26/82

FELLSMERE, FL

A/C Reg. No. N2437K

Time (Lcl) - 1230 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
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) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1363      7/04/82      CLEARWATER, FL      A/C Reg. No. N8232P      Time (Lcl) - 1300 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			0	0	0	1

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

Make/Model - PIPER PA-24	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2550	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	CLEARWATER EXECUTIVE
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4058
SE LAND	Months Since - 15	Make/Model- 1008
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE APPROACH TO THE AIRPORT, THE PILOT WAS DISTRACTED BY OTHER AIRCRAFT AND FAILED TO EXTEND THE GEAR. THE PROPELLER AND LOWER SURFACE OF THE AIRCRAFT WERE DAMAGED DURING A GEAR UP LANDING.

Brief of Accident (Continued)

File No. - 1363

7/04/82

CLEARWATER, FL

A/C Reg. No. N8232P

Time (Lc1) - 1300 EDT

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

Finding(s)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1276

3/01/82

GRIFFIN,GA

A/C Reg. No. N4732Y

Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

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

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

Make/Model - PIPER PA-25-235  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2900  
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 040/005 KTS  
Visibility - UNK/NR  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

GRIFFIN SPALDING  
Runway Ident - 24  
Runway Lth/Wid - 2300/ 300  
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)  
COMMERCIAL  
SE LAND

Age - 61

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7400	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS HIRED TO PERFORM FOR THE FILMING OF AN AGRICULTURAL SPRAYING OPERATION. DURING ONE OF THE LOW PASSES THE AIRCRAFT STRUCK TWO OF THE GROUND CREW. THE CAMERAMAN RECEIVED FATAL INJURIES. PIECES OF THE WOODEN PROPELLER, USED TO DRIVE THE SPRAY PUMP, WERE FOUND IN THE VICINITY OF THE GROUND PARTY'S LOCATION.

Brief of Accident (Continued)

File No. - 1276

3/01/82

GRIFFIN,GA

A/C Reg. No. N4732Y

Time (Lc1) - 1500 EST

---

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - OTHER PERSON
  2. LOW PASS - MISJUDGED - PILOT IN COMMAND
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  4. MANEUVER - NOT CORRECTED - PILOT IN COMMAND
  5. INSTRUCTIONS,WRITTEN/VERBAL - NOT USED - OTHER PERSON
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1314      6/19/82      ATLANTA,GA      A/C Reg. No. N31883      Time (Lc1) - 1813 EDT

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

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

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

Make/Model      - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2325	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats      - 4	Rated Power      - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - UNK/NR	Last Departure Point	ON AIRPORT
Method           - IN PERSON	SAME AS ACC/INC	
Completeness    - UNK/NR	Destination	Airport Data
Basic Weather    - VMC	LOCAL	DEKALB-PEACHTREE
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident      - 34
Visibility        - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid   - 3966/ 150
Cloud Conditions(1st) - NONE	Type of Clearance   - TOWER	Runway Surface   - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status     - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation     - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current           - N/A	Total            - 33
SE LAND	Months Since      - N/A	Last 24 Hrs      - 0
	Aircraft Type      - N/A	Make/Model-      24
		Instrument-       0
		Last 30 Days-    UNK/NR
		Last 90 Days-    15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS IN WINDS THAT WERE VARIABLE 330 TO 340 DEGREES AT 10 KNOTS. DURING THE SECOND TOUCH-AND-GO, THE AIRCRAFT TOUCHED DOWN NORMALLY. HOWEVER, AS IT WAS ACCELERATING FOR TAKEOFF, THE PLANE SUDDENLY SWERVED TO THE LEFT, AND SUBSEQUENTLY, IT STRUCK THREE PARKED AIRCRAFT. A BEECH 58 WAS SUBSTANTIALLY DAMAGED AND THERE WAS MINOR DAMAGE TO A PIPER PA-31 AND A BEECH 35. THE STUDENT REPORTED THAT AFTER HE ADDED POWER FOR TAKEOFF, HE REALIZED THAT HE HAD NEGLECTED TO RAISE THE FLAPS. HE REPORTED THAT THE PLANE SWERVED AS HE REACHED TO RETRACT THE FLAPS. HE SUSPECTED THAT A GUST OF WIND WAS ENCOUNTERED AS HE WAS DISTRACTED WITH ADJUSTING HIS FLAPS. ALSO, HE WAS USING HIS SHOULDER HARNESS AND BELIEVED THIS PREVENTED HIM FROM SUSTAINING MORE SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 1314<sup>1</sup>

6/19/82

ATLANTA, GA

A/C Reg. No. N31883

Time (Lc1) - 1813 EDT

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

Finding(s)

1. TOUCH AND GO LANDING - INITIATED - PILOT IN COMMAND
  2. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1371      7/06/82      STATESBORO,GA      A/C Reg. No. N3530Q      Time (Lcl) - 1130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA A188  
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  
Wind Dir/Speed- 090/004 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SYLVANIA,GA  
Destination  
STATESBORO,GA

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

STATESBORO MUNICIPAL  
Runway Ident      - 13  
Runway Lth/Wid      - 5000/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2271	Last 24 Hrs	- 2
Make/Model-	1700	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	49
Multi-Eng	- 11		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LANDED THE AIRCRAFT ON THE NUMBERS BUT WAS CLOSE TO THE LEFT SIDE OF THE RUNWAY. HE DELAYED APPLYING RIGHT RUDDER AND THE AIRCRAFT GROUND LOOPED. THE RIGHT LANDING GEAR COLLAPSED AND THE RIGHT WING WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1371

7/06/82

STATESBORO,GA

A/C Reg. No. N3530Q

Time (Lcl) - 1130 EDT

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

Finding(s)

1. RUDDER - DELAYED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1374      7/09/82      CARROLLTON, GA      A/C Reg. No. N7550J      Time (Lcl) - 1214 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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-28-180R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1E  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 180 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- VARIABLE-UNK/NR

Visibility - 15.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ASHVILLE, NC

Destination

MONTGOMERY, AL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - HOLES

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR FLT FOLLOWING

Type Approach Flown - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 94	Last 24 Hrs - 2
Make/Model - 24	Last 30 Days - UNK/NR
Instrument - UNK/NR	Last 90 Days - 33

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE PILOT SMELLED OIL FOLLOWED SHORTLY THEREAFTER BY THE ENGINE OIL PRESSURE GOING TO ZERO AND THEN THE ENGINE FAILING. THE PILOT MADE A FORCED LANDING IN A FIELD WHERE THE LEFT MAIN GEAR COLLAPSED AFTER CONTACTING A ROCK. INVESTIGATION REVEALED THAT THE ALUMINUM PROPELLER GOVERNOR TUBE BETWEEN THE PROPELLER GOVERNOR AND THE PROPELLER HUB HAD CRACKED. THE STEEL CLAMP THAT SECURES THIS TUBE TO THE OIL PAN EXHIBITED WEAR SIMILAR TO THAT FOUND ON THE TUBE AND ITS RUBBER INSULATOR WAS WORN AND FOUND OUT OF POSITION. AN ANNUAL AND A 100 HOUR INSPECTION HAD BEEN ACCOMPLISHED ON 6/29/82.

Brief of Accident (Continued)

File No. - 1374

7/09/82

CARROLLTON,GA

A/C Reg. No. N7550J

Time (Lcl) - 1214 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,OTHER - WORN
2. ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL TUBING - CRACKED
4. LUBRICATING SYSTEM,OIL TUBING - LEAK
5. FLUID,OIL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

6. LANDING GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1294      3/02/82      HIGH ISLAND BLK 334,GM      A/C Reg. No. N63AL      Time (Lcl) - 1250 CST

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

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

-----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 - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GALVESTON BLK 391,GM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HIGH ISLAND BLK 334,GM	Runway Ident - N/A
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3132
	Months Since - 5	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 810
		Last 30 Days- UNK/NR
		Instrument- 362
		Last 90 Days- 90
		Multi-Eng - 54
		Rotorcraft - 2901

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE AIRCRAFT WAS LOW ON THE APPROACH AND DURING THE FLARE, THE VERTICAL FIN AND TAIL BOOM CONTACTED THE SAFETY NETTING EXTENDING BEYOND THE BOUNDARIES OF THE PLATFORM LANDING AREA. THE AIRCRAFT THEN SETTLED BACK OFF THE PLATFORM WITH ONE MAIN ROTOR BLADE STRIKING FLAT ON THE LANDING AREA PRIOR TO THE AIRCRAFT COMING TO REST IN THE WATER. NO PREIMPACT MALFUNCTION OR FAILURE WAS DETERMINED.

Brief of Accident (Continued)

File No. - 1294

3/02/82

HIGH ISLAND BLK 334,GM

A/C Reg. No. N63AL

Time (Lc1) - 1250 CST

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

Finding(s)  
1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND  
-----

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

Finding(s)  
2. OBJECT - FENCE  
3. JUDGEMENT - IMPROPER - PILOT IN COMMAND  
-----

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

Finding(s)  
4. TERRAIN CONDITION - WATER,ROUGH  
-----

----Probable Cause----

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

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. - 1243      6/02/82      WEST CAMERON #498,GM      A/C Reg. No. N2766U      Time (Lcl) - 1640 CDT

-----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,FERRY	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - BELL 206B-III	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3500	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WEST CAMERON 494,GM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WEST CAMERON 498,GM	WEST CAMERON #498
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 60/ 60
Cloud Conditions(1st) - NONE	Type of Clearance - VFR FLT FOLLOWING	Runway Surface - UNK/NR
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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 2504
SE LAND	Months Since - 2	Make/Model- 81
HELICOPTER	Aircraft Type - BELL	Instrument- 332
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 2404

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AS THE PILOT APPROACHED HELIDECK RIG 498 THE RIG WENT INTO THE AUTOMATIC SHUT-IN MODE. THIS PROCEDURE DEPRESSURIZES THE OIL RIG AND IS ACCOMPANIED BY LOUD BELLS AND VIBRATION AS THE SYSTEMS SHUT-IN. THE PILOT STATED THIS DISTRACTED HIM AND THE TAIL ROTOR COLLIDED WITH THE SAFETY FENCE DAMAGING THE TAIL ROTOR.

Brief of Accident (Continued)

File No. - 1243

6/02/82

WEST CAMERON #498,GM

A/C Reg. No. N2766U

Time (Lc1) - 1640 CDT

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

Finding(s)

1. OBJECT - FENCE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1347      5/02/82      ADEL, IA      A/C Reg. No. N560A      Time (Lcl) - 1845 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 1	0	0	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

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

Make/Model	- STARFIRE JRF	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1700	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 12.0 SM</p> <p>Cloud Conditions(1st) - 5000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 25000 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</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>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HUSBAND</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2650/ 250</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 348</p> <p style="padding-left: 20px;">Make/Model- 19</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>
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Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/PILOT OF THE HOME BUILT AIRCRAFT WAS PRACTICING TOUCH-AND-GO LANDINGS. WHILE CLIMBING AFTER THE SECOND TOUCH-AND-GO, THE LEFT WING SEPARATED AND THE AIRCRAFT CRASHED ABOUT 3/4 MILE SOUTH OF THE AIRPORT. A WITNESS REPORTED THAT ON ONE OF THE LANDINGS, THE PLANE HIT RATHER HARD; REPORTEDLY, HE COULD TELL THAT IT HIT HARD BY THE NOISE IT MADE. AN EXAMINATION OF THE LEFT WING REVEALED THAT THE WOODEN MAIN SPAR HAD BROKEN NEAR THE END OF THE FUSELAGE CARRY THROUGH. THERE WAS NO EVIDENCE OF DETERIORATION OF THE WOOD IN THE VICINITY OF THE BREAK. THE MAIN GEAR ON THIS AIRCRAFT DID NOT INCORPORATE A SHOCK STRUT. THE MAIN LANDING GEAR WAS ATTACHED TO THE WING SPAR AND THE TIRES ABSORBED SHOCK DURING LANDINGS AND GROUND OPERATIONS.

Brief of Accident (Continued)

File No. - 1347

5/02/82

ADEL,IA

A/C Reg. No. N560A

Time (Lc1) - 1845 CDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WING,SPAR - OVERLOAD
  3. LANDING GEAR - INADEQUATE -
  4. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - MANUFACTURER
  5. WING,SPAR - SEPARATION
- 

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

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

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

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. - 1343

5/02/82

CHICAGO,IL

A/C Reg. No. N6235V

Time (Lcl) - 1620 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -EXECUTIVE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

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

Make/Model - BEECH 56TC

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5990

No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-E1B4

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 325 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TOLEDO,OH

Destination

CHICAGO,IL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Approach Flown - ILS - COMPLETE

Airport Proximity  
ON AIRPORT

Airport Data

O'HARE FIELD

Runway Ident - 22

Runway Lth/Wid - 8000/ 150

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2995

Make/Model- 634

Instrument- 331

Multi-Eng - 634

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING, THE TOUCHDOWN WAS SMOOTH. SHORTLY AFTER TOUCHDOWN, THE LEFT WHEEL BEGAN TO WOBBLE AND THUMP AND THE AIRCRAFT STARTED TO VEER TO THE LEFT. REPORTEDLY, THE RIGHT BRAKE WOULD NOT HOLD THE AIRCRAFT ON THE RUNWAY. THE AIRCRAFT CONTINUED OFF THE RUNWAY AND THE LEFT GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE LEFT TIRE WENT FLAT. A SMALL SPLIT WAS FOUND IN THE STEM OF THE TIRE TUBE. ALSO, THE LEFT WING WAS DAMAGED WHEN IT STRUCK A RUNWAY LIGHT.

Brief of Accident (Continued)

File No. - 1343

5/02/82

CHICAGO,IL

A/C Reg. No. N6235V

Time (Lc1) - 1620 CDT

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

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,PARTIAL
2. LANDING GEAR,TIRE - LEAK
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

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

Finding(s)

6. OBJECT - RUNWAY LIGHT

-----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) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1299

5/08/82

AURORA,IL

A/C Reg. No. N9388C

Time (Lcl) - 1430 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	3

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

Fire  
NONE

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

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - MILITARY  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 280/018 KTS  
Visibility - 30.0 SM  
Cloud Conditions(1st) - 4000 FT SCATTERED  
Cloud Conditions(2nd) - 25000 FT SCATTERED  
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

AURORA MUNICIPAL  
Runway Ident - 36  
Runway Lth/Wid - 3200/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	486	Last 24 Hrs -	2
Make/Model-	304	Last 30 Days-	UNK/NR	
Instrument-	26	Last 90 Days-	25	

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF THE AIRCRAFT VEERED OFF THE SIDE OF THE RUNWAY AND STRUCK A DRAINAGE DITCH. THE PILOT REPORTED A GUST OF WIND CAUGHT THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1299

5/08/82

AURORA,IL

A/C Reg. No. N9388C

Time (Lcl) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

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) 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. - 1298      5/08/82      OTTAWA, IL      A/C Reg. No. N8454S      Time (Lc1) - 1415 CDT

-----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	1	0

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/009 KTS Visibility - 12.0 SM Cloud Conditions(1st) - 5000 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> OTTAWA Runway Ident - 23 Runway Lth/Wid - 3000/ 50 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 55 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 5485 Make/Model- 150 Instrument- 506 Multi-Eng - 985 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 3
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TRUCK OFF THE APPROACH END OF THE RUNWAY DURING A LOW, NO FLAP APPROACH. ACCORDING TO THE PILOT A CAUTION SIGN FOR VEHICLES USING THE ROAD HAD BEEN REMOVED BY VANDALS AND HE DID NOT SEE THE TRUCK BECAUSE OF HIS LOW APPROACH. THE PILOT LOST CONTROL AFTER THE COLLISION AND THE AIRCRAFT IMPACTED THE GROUND SLIDING 60 FEET BEFORE COMING TO REST 40 FEET SHORT OF THE APPROACH END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1298

5/08/82

OTTAWA,IL

A/C Reg. No. N8454S

Time (Lc1) - 1415 CDT

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

Finding(s)

1. OBJECT - VEHICLE
  2. CLEARANCE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

3. FLARE - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1218      5/14/82      GALESBURG, IL      A/C Reg. No. N210DK      Time (Lcl) - 1600 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
1

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

Make/Model      - CESSNA 210  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 220/020 KTS  
Visibility      - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NORFORK, NE  
Destination  
GALESBURG, IL

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - UNK/NR  
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

GALESBURG MUNICIPAL  
Runway Ident      - 20  
Runway Lth/Wid      - 5500/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 7150      Last 24 Hrs - 6  
Make/Model- 3510      Last 30 Days- UNK/NR  
Instrument- 500      Last 90 Days- 110  
Multi-Eng - 3030

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS DISCUSSING SHORT FIELD LANDING TECHNIQUES AND THE USE OF FLAPS WITH THE STUDENT PILOT/PASSENGER AND FORGOT TO LOWER THE LANDING GEAR. THE WHEELS UP LANDING RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1248

5/14/82

GALESBURG, IL

A/C Reg. No. N210DK

Time (Lc1) - 1600 CDT

Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - 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. - 1348

5/16/82

JOILET, IL

A/C Reg. No. N3723Z

Time (Lcl) - 1300 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	2	0

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

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - PIPER PA-22  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2000  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 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  
DEKALB, IL  
Destination  
JOILET, IL

Airport Proximity  
ON AIRPORT

Airport Data

JOILET  
Runway Ident - 22  
Runway Lth/Wid - 3452/ 125  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 26

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - PA-22

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 112	Last 24 Hrs -	1
Make/Model-	112	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE AIRCRAFT WAS ABOUT 1 1/2 MILES FROM THE DESTINATION, A FIRE STARTED ON THE LEFT SIDE OF THE FLOORBOARD AGAINST THE FIREWALL. THE PILOT TURNED OFF THE ELECTRICAL SYSTEM, AND BEFORE LANDING, SHUT OFF THE FUEL SELECTOR. AFTER LANDING, THE OCCUPANTS EGRESSSED AND THE PLANE CONTINUED TO BURN UNTIL FIRE DEPARTMENT PERSONNEL ARRIVED AND APPLIED DRY CHEMICALS. DURING AN INVESTIGATION, A FUEL LINE WAS FOUND WITH AREAS OF THINNING. THIS LINE WAS ROUTED FROM THE FIRE WALL TO THE FUEL SHUTOFF VALVE ON THE LEFT SIDE OF THE CABIN. THIS AREA HAD BEEN EXPOSED TO HIGH HEAT DURING THE FIRE. A POSSIBLE SOURCE OF IGNITION WAS A POWER SUPPLY FOR THE RADIO, WHICH WAS ATTACHED TO THE FIRE WALL UNDER THE INSTRUMENT PANEL JUST ABOVE THE FUEL LINE. AN INTERNAL EXAMINATION OF THE POWER SUPPLY UNIT SHOWED AN AREA OF INTENSIVE HEAT AROUND THE RELAY ASSEMBLY. ACCORDING TO AN ENGINEERING REPORT, THE WALL THINNING OF THE FUEL LINE (MADE FROM ALUMINUM ALLOY 3003) WAS A RESULT OF LOSS OF MATERIAL AT THE INNER SURFACE

Brief of Accident (Continued)

File No. - 1348

5/16/82

JOILET,IL

A/C Reg. No. N3723Z

Time (Lc1) - 1300 CDT

-----  
Occurrence #1        FIRE/EXPLOSION  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE - DETERIORATED
  2. FUEL SYSTEM,LINE - LEAK
  3. FUSELAGE,FLOOR - FIRE
  4. FUSELAGE,CREW COMPARTMENT - SMOKE
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1389

6/27/82

BLOOMINGTON, IL

A/C Reg. No. N5180N

Time (Lcl) - 1613 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	1

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

NONE

Crew

Pass

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

Make/Model - BOEING E75

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2500

No. of Seats - 2

Eng Make/Model - P & W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 220 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 170/006 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

BLOOMINGTON

Runway Ident - 21

Runway Lth/Wid - 3723/ 100

Runway Surface - CONCRETE

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 - 35

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 274 Last 24 Hrs - 1

Make/Model- 19 Last 30 Days- 0

Instrument- 0 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ALMOST IMMEDIATELY AFTER TOUCHDOWN THE AIRCRAFT BEGAN TRACKING TO THE LEFT. DURING THE ATTEMPT TO ARREST THE SWERVE, THE AIRCRAFT GROUND LOOPED 180 DEGREES TO THE RIGHT. THE TAIL STRUCK TWO TAXI LIGHTS AS IT ROTATED AND THE AIRCRAFT CAME TO REST ON THE LEFT SIDE OF THE RUNWAY. DURING PRIOR FLIGHTS, THE PILOT STATED THAT THE AIRCRAFT TRACKED SLIGHTLY TO THE LEFT ON LANDINGS AND THAT HE BARELY STOPPED A GROUND LOOP TO THE LEFT WITH HARD RUDDER, POWER, AND BRAKES. FOLLOWING THE ACCIDENT THE TAILWHEEL WAS FOUND TO ANGLE APPROXIMATELY 10 DEGREES TO THE LEFT WHEN THE RUDDER PEDALS WERE CENTERED. TAIL WHEEL CABLE TENSION WAS FOUND TO BE BELOW MINIMUM PRESSURE.

Brief of Accident (Continued)

File No. - 1389

6/27/82

BLOOMINGTON,IL

A/C Reg. No. N5180N

Time (Lc1) - 1613 CDT

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

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - LOOSE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. LANDING GEAR, TAILWHEEL - OTHER
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. AIRPORT FACILITIES, TAXIWAY LIGHTING - OBJECT

-----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. - 1386

7/05/82

DANVILLE, IL

A/C Reg. No. N9830U

Time (Lc1) - 1235 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN AMERICAN AA-1C

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1002

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - YES/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- 150/004 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 15000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KANKAKEE, IL

Destination

TERRE HAUTE, IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

VERNILLION COUNTY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	45	Last 24 Hrs	2
Make/Model-	45	Last 30 Days-	3
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT AT 3000 FT, 14 NM NORTH OF THE DANVILLE VOR, THE ENGINE BEGAN VIBRATING. THE ENGINE LOST POWER AND THE PILOT WAS FORCED TO LAND IN A BEAN FIELD APPROXIMATELY 4 MILES NORTH OF THE DANVILLE AIRPORT. ENGINE EXAMINATION REVEALED THE ADJUSTMENT SCREW IN THE ROCKER ARM FOR THE NUMBER 4 INTAKE VALVE WORKED LOOSE PREVENTING THE VALVE FROM OPERATING.

Brief of Accident (Continued)

File No. - 1386

7/05/82

DANVILLE,IL

A/C Reg. No. N9830U

Time (Lc1) - 1235 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,OTHER - LOOSE
  2. ENGINE ASSEMBLY,VALVE - JAMMED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

3. TERRAIN CONDITION - CROP
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1231      4/22/82      GARY, IN      A/C Reg. No. N50759      Time (Lcl) - 2211 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 310/012 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
BLOOMINGTON, IN  
Destination  
GARY, IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GARY MUNICIPAL  
Runway Ident - 02  
Runway Lth/Wid - 3600/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 23

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 99	Last 24 Hrs - 3
Make/Model- 90	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE QUIT ON FINAL APPROACH TO LANDING AT GARY MUNICIPAL. A FORCED LANDING WAS MADE ON A STREET AND THE AIRCRAFT COLLIDED WITH A STREET SIGN BEFORE NOSING OVER INTO A DITCH. THE AIRCRAFT OPERATOR EXAMINED THE AIRCRAFT AT THE SCENE AND SAID THE FUEL TANKS WERE DRY. INVESTIGATION REVEALED THE PILOT CONSULTED AN INSTRUCTOR ABOUT THE FUEL GAUGE READINGS AT HIS INTERMEDIATE STOP; HOWEVER, NO REFUELING WAS ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 1231

4/22/82

GARY, IN

A/C Reg. No. N50759

Time (Lc1) - 2211 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

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

Finding(s)

3. OBJECT - FENCE

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

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #5      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1228      5/15/82      PENDLETON, IN      A/C Reg. No. N4652      Time (Lcl) - 1120 EST

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

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

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

Make/Model	- PLAYMATE SA11A	Eng Make/Model	- LYCOMING O-290-G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-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	- 125 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ANDERSON, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	STEPHENSON
Wind Dir/Speed	- 225/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 3000 FT UNK/NR	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total - 600
SE LAND	Months Since	- UNK/NR	Make/Model - 150
	Aircraft Type	- UNK/NR	Instrument - 0
			Last 24 Hrs - 0
			Last 30 Days - UNK/NR
			Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CRUISING AT 2000 FEET WITH ONE PASSENGER WHEN THE ENGINE QUIT. HE MADE A FORCED LANDING IN A SOFT SOYBEAN FIELD AND THE AIRCRAFT NOSED OVER DURING DECELERATION. THE AIRCRAFT REVEALED THE EXHAUST SYSTEM BAFFLES WERE COLLAPSED. "BLOW BY" WAS INDICATED BY OIL IN THE CRANK CASE BREATHER AND ON THE BOTTOM OF THE AIRCRAFT'S FUSELAGE. THERE APPEARED TO BE NO FUEL OR IGNITION PROBLEMS. VALVES AND COMPRESSION WERE NORMAL.

Brief of Accident (Continued)

File No. - 1228

5/15/82

PENDLETON, IN

A/C Reg. No. N4652

Time (Lc1) - 1120 EST

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

Finding(s)

1. EXHAUST SYSTEM, BAFFLE - DISTORTED
  2. MISCELLANEOUS - UNDETERMINED
- 

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
  4. TERRAIN CONDITION - GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1241      5/30/82      FRITCHTON, IN      A/C Reg. No. N1062S      Time (Lcl) - 1950 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - ADAMS A55  
Landing Gear - N/A  
Max Gross Wt - 1500  
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 - FSS  
Method - TELEPHONE  
Completeness - SELF  
Basic Weather - VMC  
Wind Dir/Speed- 220/005 KTS  
Visibility - 5.0 SM  
Cloud Conditions(1st) - 1000 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
VINCENNES, IN  
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 - 31  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total - 47	Last 24 Hrs - 0
Make/Model- 47	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 0

FREE BALLOON

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT DECIDED TO LAND DUE TO DETERIORATING WEATHER. A DESCENT WAS INITIATED BUT THE PILOT WAS WAVED OFF BY THE OWNER OF THE PROPERTY. THE PILOT REGAINED ALTITUDE AND LANDED IN A CORN FIELD. A GUST OF WIND CAUSED THE BALLOON TO DRIFT, THE BASKET WAS DRUG 200 FEET AND THE ENVELOPE COLLIDED WITH A GRAIN STORAGE BIN.

Brief of Accident (Continued)

File No. - 1241

5/30/82

FRITCHTON, IN

A/C Reg. No. N1062S

Time (Lc1) - 1950 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND  
-----

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - BUILDING(NONRESIDENTIAL)  
-----

-----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. - 1346      6/09/82      CENTERPOINT, IN      A/C Reg. No. N7543F      Time (Lcl) - 1800 EST

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

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

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

Make/Model      - BELLANCA 7KCAB	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - YES/NO
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 1650	Engine Type      - RECIP - FUEL INJECTED	Weather Radar      - NO
No. of Seats      - 2	Rated Power      - 130 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      - 5.0 SM</p> <p>Cloud Conditions(1st) - 3000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation      - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance      - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident      - 27</p> <p>Runway Lth/Wid      - 1000/ 50</p> <p>Runway Surface      - GRASS/TURF</p> <p>Runway Status      - DRY</p> <p style="text-align: right;">WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) NONE</p>	<p>Age - 40</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 - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total      - 121</p> <p>Make/Model- 67</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 17</p>
--	--	---

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED OWNER/PILOT CRASHED AFTER TAKING OFF FROM A PRIVATE SOD STRIP. THE IMPACT POINT WAS ABOUT 400 FT FROM THE DEPARTURE END OF THE RUNWAY AND 200 FT LEFT OF THE CENTERLINE. ACCORDING TO A WITNESS, THE TAKEOFF ROLL WAS STARTED FROM A CROWN ON THE RUNWAY THAT WAS LOCATED ABOUT 200 FT FROM THE APPROACH END. REPORTEDLY, THE AIRCRAFT HAD TAKEN OFF AND CLIMBED TO 100 FT AGL BEFORE REACHING THE END OF THE 1000 FT STRIP. AFTER CLIMBING TO ABOUT 100 FT, THE PLANE WAS OBSERVED TO ENTER A LEFT BANK, THEN NOSE DIVE TO THE GROUND.

Brief of Accident (Continued)

File No. - 1346

6/09/82

CENTERPOINT, IN

A/C Reg. No. N7543F

Time (Lcl) - 1800 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 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. - 1362      7/04/82      MADISON, IN      A/C Reg. No. N5584B      Time (Lcl) - 0130 EDT

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

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

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MADISON, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- UNK/NR SCATTERED	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Approach Flown	- WATER
Condition of Light	- NIGHT (DARK)		Runway Status
			- WATER - CALM

-----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 - 755	Last 24 Hrs - 1
SE LAND	Months Since - 12	Make/Model - 705	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 12	Last 90 Days - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE EXPERIENCED A GRADUAL LOSS OF POWER ON A DARK NIGHT. THE TERRAIN WAS HILLY AND COVERED WITH TREES, AND REPORTEDLY, THE PILOT ELECTED TO LAND UPWIND ON THE OHIO RIVER. AFTER DITCHING, THE OCCUPANTS EGRESSSED AND SWAM TO SHORE, BUT THE PLANE SANK AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1362

7/04/82

MADISON, IN

A/C Reg. No. N5584B

Time (Lcl) - 0130 EDT

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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

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

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. - 1248      2/16/82      SPRINGFIELD, KY      A/C Reg. No. N2517X      Time (Lcl) - 2019 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	7	0	0	0

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

Fire  
ON GROUND

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

Make/Model - PIPER PA-31T2  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 9474  
No. of Seats - 8

Eng Make/Model - P&W PT6A-135  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 620 HP

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

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

Weather Data

WX briefing - UNK/NR  
Method - RADIO  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- UNK/NR  
Visibility - .120 SM  
Cloud Conditions(1st) - 200 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
MOBILE, AL  
Destination  
SPRINGFIELD, KY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - NONE  
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LEBANON-SPRINGFIELD  
Runway Ident - 11  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (hours)  
Total - 2500  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS CLEARED TO MAINTAIN 3,000 FT MSL UNTIL OVER THE ARPT, THEN CRUISE. THE PLT HAD PREVIOUSLY STATED THAT HE COULD SEE THE LIGHTS ON THE GROUND & THAT HE WAS 15 MI FROM THE ARPT. AT 2013 THE PLT STATED "WE OUGHTA BE ABLE TO CANCEL HERE." THE ACFT WOULD HAVE BEEN ABOUT 6 MI FROM THE ARPT. THE ARPT OPERATOR HEARD AN ACFT LOW OVERHEAD & WAS ABLE TO SEE STARS. OTHER GROUND WITNESSES CLOSER TO THE POINT OF IMPACT OBSERVED VERY THICK PATCHY FOG WITH VISIBILITY ABOUT 200 FT. ONE WITNESS OBSERVED THE ACFT NAVIGATION LIGHTS DO SOME UNUSUAL MANEUVERING, WHILE ANOTHER WITNESS SAW THE LIGHTS VERY LOW. THE ACFT IMPACTED THE GROUND IN A LEFT WING LOW, NEAR LEVEL FLIGHT ATTITUDE. THE WRECKAGE WAS CO-LOCATED WITH AN APPROXIMATE DOWNWIND TO BASE LEG TURN. THERE IS A SINGLE VOR/DME APCH TO RWY 11. THE MDA IS 1,260 FT & REQUIRES A MINIMUM VISIBILITY OF 1 MI. THE CIRCLING APCH HAS AN MDA OF 1,420 FT & ALSO REQUIRES A MINIMUM VISIBILITY OF 1 MI. THE PLT HAD RECEIVED AN ALTIMETER SETTING OF 29.77. THE ACFT'S ALTIMETER WAS SET BETWEEN 30.29 & 30.30.

Brief of Accident (Continued)

File No. - 1248

2/16/82

SPRINGFIELD, KY

A/C Reg. No. N2517X

Time (Lcl) - 2019 EST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - FOG
  3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. ALTIMETER SETTING - 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) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1369      7/02/82      LOUISVILLE, KY      A/C Reg. No. N929B      Time (Lcl) - 1045 EDT

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

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

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

Make/Model - BELL 47D1	Eng Make/Model - FRANKLIN 6V4-178-B32	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 178 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEW ALBANY, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOUISVILLE, KY	
Wind Dir/Speed- 190/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 1800 FT BROKEN	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 - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 393
SE LAND	Months Since - 1	Make/Model- 24
	Aircraft Type - UNK/NR	Instrument- 2
		Multi-Eng - 33
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS EN ROUTE TO HAVE A RADIO INSTALLED WHEN THE ENGINE LOST POWER. HE MADE AN AUTOROTATIVE LANDING IN AN OPEN FIELD. WHEN THE HELICOPTER CONTACTED THE GROUND, THE MAIN ROTOR, TAIL ROTOR, TAIL BOOM, AND SKIDS WERE DAMAGED. THE PILOT STATED THAT HE THOUGHT THERE WAS SUFFICIENT FUEL TO COMPLETE THE FLIGHT, BUT THE HELICOPTER RAN OUT OF FUEL SHORT OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 1369

7/02/82

LOUISVILLE, KY

A/C Reg. No. N929B

Time (Lcl) - 1045 EDT

-----  
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 - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1358      4/01/82      NEW ORLEANS, LA      A/C Reg. No. N100TK      Time (Lcl) - 1424 CST

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

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

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

Make/Model      - CESSNA A185E	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear      - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt      - 3300	Engine Type      - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats      - 6	Rated Power      - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - 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	UNK/NR	
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident      - 10
Visibility      - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 9227/ 150
Cloud Conditions(1st) - 2000 FT BROKEN	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 - 45	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - UNK/NR	Total      - UNK/NR
SE SEA	Months Since      - UNK/NR	Make/Model- UNK/NR
	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 OF THE AMPHIBIOUS AIRCRAFT INITIATED A TAKEOFF ON RUNWAY 10. WITNESSES STATED THAT THE ENGINE BEGAN LOSING POWER. AFTER TAKING OFF, THE AIRCRAFT WAS OBSERVED TO MAKE A SHARP LEFT TURN BACK TOWARD THE AIRPORT WHILE STILL AT A LOW ALTITUDE. SOME WITNESSES STATED THAT THE ENGINE STOPPED WHILE THE PLANE WAS TURNING. OTHERS REPORTED THAT THE ENGINE CONTINUED RUNNING UNTIL THE AIRCRAFT CRASHED. THE IMPACT OCCURRED ON A HEADING OF ABOUT 310 DEG IN A NOSE LOW, LEFT WING DOWN ATTITUDE. THE AIRCRAFT WAS DESTROYED BY IMPACT AND SUBSEQUENT FIRE. DURING THE INVESTIGATION, THE ENGINE WAS DISASSEMBLED, BUT AN EXAMINATION OF THE INTERIOR PARTS DID NOT REVEAL ANY CONDITION THAT WOULD HAVE CONTRIBUTED TO AN ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1358

4/01/82

NEW ORLEANS, LA

A/C Reg. No. N100TK

Time (Lcl) - 1424 CST

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

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

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

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND  
3. STALL - INADVERTENT - PILOT IN COMMAND  
-----

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1278

5/08/82

WELSH, LA

A/C Reg. No. N9937

Time (Lcl) - 1425 CDT

-----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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN G164A

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/008 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

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)

COMMERCIAL

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2100

Make/Model- 1475

Instrument- 45

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL TAKEOFF WITH A LOAD OF FERTILIZER THE ENGINE LOST POWER AND THE LOAD WAS DUMPED. A FORCED LANDING WAS MADE IN A PLOWED, WET FIELD AND THE AIRCRAFT NOSED OVER. INVESTIGATION REVEALED THE CYLINDER HEAD FAILED.

Brief of Accident (Continued)

File No. - 1278

5/08/82

WELSH, LA

A/C Reg. No. N9937

Time (Lcl) - 1425 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
  2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

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
  4. TERRAIN CONDITION - WET
- 

-----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. - 1232      5/13/82      PINEVILLE, LA      A/C Reg. No. N36546      Time (Lcl) - 0815 CDT

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

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

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

Make/Model	- PIPER PA-32RT-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD, IL	PINEVILLE MUNICIPAL
Wind Dir/Speed - 140/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 12000 FT BROKEN	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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2132
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model - 575
		Instrument - 170
		Last 30 Days - UNK/NR
		Last 90 Days - 100
		Multi-Eng - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI TO THE RUNWAY FOR TAKEOFF, THE RIGHT MAIN GEAR DROPPED INTO AN UNMARKED HOLE ON THE RIGHT EDGE OF THE TAXIWAY RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1232

5/13/82

PINEVILLE, LA

A/C Reg. No. N36546

Time (Lcl) - 0815 CDT

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

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - INADEQUATE
2. AIRPORT FACILITIES, TAXIWAY MARKING - INACCURATE
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1223      5/13/82      HOUMA, LA

A/C Reg. No. N71DS

Time (Lcl) - 0900 CDT

-----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

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

Fire  
NONE

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

Make/Model - CESSNA A185F  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 3350  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 135/020 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 5000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HOUMA, LA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR FLT FOLLOWING  
Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2132	Last 24 Hrs	- 4
Make/Model	- 397	Last 30 Days	- UNK/NR
Instrument	- 12	Last 90 Days	- 124

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS DISTRACTED DURING HIS APPROACH FOR LANDING AND DID NOT UTILIZE THE CHECKLIST. HE LANDED WHEELS DOWN IN WATER AND THE AIRCRAFT NOSED DOWN.

Brief of Accident (Continued)

File No. - 1223

5/13/82

HOUMA, LA

A/C Reg. No. N71DS

Time (Lc1) - 0900 CDT

-----  
Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1226      5/15/82      CAMERON, LA      A/C Reg. No. N2048X      Time (Lcl) - 0900 CDT

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 435 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 140/015 KTS	CAMERON HELIPORT	
Visibility	- 6.0 SM	Runway Ident	- N/A
Cloud Conditions(1st)	- 2000 FT SCATTERED	Runway Lth/Wid	- N/A
Cloud Conditions(2nd)	- NONE	Runway Surface	- N/A
Obstructions to Vision	- NONE	Runway Status	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4230	Last 24 Hrs - 3
	Months Since - 2	Make/Model - 9	Last 30 Days - 3
HELICOPTER	Aircraft Type - 206L-1	Instrument - 1011	Last 90 Days - 103
			Rotorcraft - 4224

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE TO REFUEL THE PILOT EXPERIENCED A LOSS OF POWER AND ELECTED TO AUTOROTATE TO THE GROUND. THE AIRCRAFT ROCKED FORWARD THEN BACK ON LANDING AND THE MAIN ROTOR SEVERED THE TAILBOOM. INVESTIGATION REVEALED BOTH FUEL FLOW SWITCHES WERE STUCK IN THE OPEN POSITION AND THE LEFT BOOST PUMP WAS INOPERATIVE.

Brief of Accident (Continued)

File No. - 1226

5/15/82

CAMERON, LA

A/C Reg. No. N2048X

Time (Lc1) - 0900 CDT

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

Finding(s)

1. FLUID, FUEL - BLOCKED(PARTIAL)
  2. FLUID, FUEL - STARVATION
  3. FUEL SYSTEM, FUEL CONTROL - OPEN
- 

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

Finding(s)

4. ROTOR SYSTEM - DISTORTED
  5.    AUTOROTATION - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1392      6/06/82      LAFAYETTE, LA      A/C Reg. No. N210ZZ      Time (Lc1) - 0830 CDT

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

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

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

Make/Model - CESSNA A185E	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 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	LAFAYETTE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 6500 FT BROKEN	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - WATER - CALM
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2200
SE LAND, SE SEA	Months Since - 23	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 2200
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A WATER LANDING THE RIGHT MAIN LANDING GEAR DROPPED DOWN CAUSING THE AIRCRAFT TO SWERVE TO THE RIGHT. THE LEFT WING CONTACTED THE WATER AND RECEIVED SUBSTANTIAL DAMAGE. THE REASON FOR THE GEAR TO DROP OUT WAS NEVER DETERMINED.

Brief of Accident (Continued)

File No. - 1392

6/06/82

LAFAYETTE, LA

A/C Reg. No. N210ZZ

Time (Lc1) - 0830 CDT

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER, GLASSY

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1244      6/07/82      PENNSYLVANIA,LA      A/C Reg. No. N9424J      Time (Lcl) - 0600 CDT

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

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

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

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR	
Max Gross Wt - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRISON FARM
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 1143
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 1143
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED FAST ON A WET GRASS RUNWAY. APPLICATION OF BRAKES FAILED TO STOP THE AIRCRAFT AND THE PILOT ATTEMPTED TO GROUND LOOP AND STRUCK A DITCH DAMAGING THE RIGHT WING.

Brief of Accident (Continued)

File No. - 1244

6/07/82

TRANSYLVANIA,LA

A/C Reg. No. N9424J

Time (Lcl) - 0600 CDT

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

Finding(s)  
1. DISTANCE - MISJUDGED - PILOT IN COMMAND  
2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND  
-----

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

Finding(s)  
3. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION  
4. TERRAIN CONDITION - WET  
-----

-----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. - 1266

5/30/82

METHUEN,MA

A/C Reg. No. N2002T

Time (Lcl) - 1615 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - THURSTON TEAL TSC-1A  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 1200  
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- 090/010 KTS  
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  
TEWKSBURY,MA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

MERRIMAC RIVER  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - WATER  
Runway Status - WATER - CHOPPY

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

Pilot-In-Command

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

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2350  
Last 24 Hrs - 2  
Make/Model- 6  
Last 30 Days- UNK/NR  
Instrument- 207  
Last 90 Days- 10  
Multi-Eng - 356

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING TAKEOFFS AND LANDINGS ON A RIVER IN AN AMPHIBIAN AIRCRAFT. AFTER A LANDING, THE PILOT COMMENCED A HIGH SPEED TAXI TAKEOFF. WHEN VIOLENT SHAKING STARTED THE PILOT REDUCED POWER, PULLED BACK THE STICK, AND LANDED. THE AIRCRAFT NOSED OVER. THE LANDING WHEELS WERE FOUND IN THE DOWN POSITION.

Brief of Accident (Continued)

File No. - 1266

5/30/82

METHUEN,MA

A/C Reg. No. N2002T

Time (Lc1) - 1615 EDT

-----  
Occurrence                NOSE OVER  
Phase of Operation       TAKEOFF

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
2. GEAR EXTENSION - INADVERTENT USE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1353      6/18/82      MARTHA'S VINEYARD, MA      A/C Reg. No. N71MA      Time (Lcl) - 2130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                        NONE

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

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

Make/Model    - SMITH AEROSTAR 601  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 5700  
No. of Seats   - 6

Eng Make/Model - LYCOMING TIO-540  
Number Engines - 2  
Engine Type    - RECIP - FUEL INJECTED  
Rated Power    - 310 HP

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

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

Weather Data

Wx Briefing    - FSS  
Method        - TELEPHONE  
Completeness   - FULL  
Basic Weather   - IMC  
Wind Dir/Speed- 200/002 KTS  
Visibility      - .500 SM  
Cloud Conditions(1st) - 100 FT INDEFINITE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation   - NONE  
Condition of Light   - NIGHT (DARK)

Itinerary

Last Departure Point  
LANCASTER, PA  
Destination  
MARTHA'S VINEYARD, MA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - UNK/NR  
Type Approach Flown - ILS - COMPLETE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MARTHA'S VINEYARD  
Runway Ident    - 24  
Runway Lth/Wid   - 5499 -UNK/NR  
Runway Surface   - ASPHALT  
Runway Status    - DRY

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

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

Age - 56  
Biennial Flight Review  
Current        - YES  
Months Since   - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 2344  
Make/Model- 648  
Instrument- UNK/NR  
Multi-Eng    - 1831  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ILS WITH THE AUTOPILOT COUPLER ON, A HIGH SINK RATE DEVELOPED TOWARD THE END OF THE APPROACH. THE PILOT UNCOUPLED THE AUTOPILOT AND BEGAN A MISSED APPROACH, BUT THE AIRCRAFT HIT THE TOP OF A TREE. HE DIVERTED AND LANDED AT PROVIDENCE, RI WITHOUT FURTHER INCIDENT. AFTER LANDING, SUBSTANTIAL DAMAGE OF THE RIGHT FLAP AND RIGHT PROPELLER WAS FOUND. A BENCH CHECK OF THE BENDIX FCS-810 AUTOPILOT REVEALED THAT THE TRANSISTORS IN THE GLIDE SLOPE WASH-OUT CIRCUIT WERE FAULTY. THEY WERE INTERMITTENTLY APPLYING A POSITIVE VOLTAGE THAT RESULTED IN A FALSE PITCH GYRO SIGNAL AND A DOWNWARD HARDOVER.

Brief of Accident (Continued)

File No. - 1353

6/18/82

MARTHA'S VINEYARD, MA

A/C Reg. No. N71MA

Time (Lc1) - 2130 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. AUTOPILOT/FLIGHT DIRECTOR - ERRATIC
5. MISSED APPROACH - INITIATED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. 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) 7

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. - 1400      6/23/82      HYANNIS,MA      A/C Reg. No. N3601U      Time (Lcl) - 0910 CST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-CLIMB			0	0	0	2
				0	0	0	11

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

Make/Model	- S.N.I.A.S. SA-330J	Eng Make/Model	- TURBOMECA IVC	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 14900	Engine Type	- TURBOSHAFT	Weather Radar	- UNK/NR
No. of Seats	- 19	Rated Power	- 1170 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	BARNSTABLE MUNICIPAL
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9469
SE LAND,ME LAND	Months Since - 3	Make/Model- 1306
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 242
		Multi-Eng - 22
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - 9252

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE TOOK OFF, AND DURING A CLIMB THROUGH ABOUT 800 FT, HE HEARD A LOUD SNAP AND IMMEDIATELY FELT SEVERE LATERAL VIBRATIONS. HE DECLARED AN EMERGENCY AND LANDED WITHOUT FURTHER INCIDENT. AN INVESTIGATION REVEALED THAT THE INBOARD TRAILING EAR OF THE MAIN ROTOR SLEEVE/SPINDLE ASSEMBLY, PN 330A31-002607, FOR THE BLUE BLADE, HAD FAILED. EVIDENCE OF FATIGUE WAS FOUND OVER MOST OF THE FRACTURE SURFACE AND EVIDENCE OF FRETTING CORROSION WAS FOUND AT THE ORIGIN OF THE FATIGUE. ALSO, AN AREA OF FRETTING CORROSION WAS FOUND ON THE TRAILING SIDE FLANGE OF THE HINGE PIN, ON A SURFACE CLAMPED BY THE TORQUE OF THE HINGE PIN NUT. RECORDS SHOWED THAT THE AEROSPATIALE SERVICE BULLETIN 01.35 HAD BEEN COMPLIED WITH ON 3/30/82, AND THAT THE HINGE PIN HAD BEEN REPLACED ON 4/10/82, ABOUT 100 FLIGHT HOURS BEFORE THE FAILURE. A SPOT CHECK OF THE MAINTENANCE FACILITY REVEALED THAT 2 OUT OF 3 TORQUE WRENCHES WERE OVERDUE A CALIBRATION CHECK. THE THIRD PROVIDED 54 INCH LBS WHEN SET FOR 120.

Brief of Accident (Continued)

File No. - 1400

6/23/82

HYANNIS,MA

A/C Reg. No. N3601U

Time (Lcl) - 0910 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CLIMB

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR HUB YOKE(SPINDLE) - UNDERTORQUED
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. ROTOR SYSTEM,MAIN ROTOR HUB YOKE(SPINDLE) - CHAFED
4. ROTOR SYSTEM,MAIN ROTOR HUB YOKE(SPINDLE) - FATIGUE

-----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. - 1370      7/05/82      MARSTONS MILLS, MA      A/C Reg. No. N9657U      Time (Lcl) - 1415 EDT

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

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

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

Make/Model - GRUMMAN AMERICAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	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	HYANNIS, MA	CAPE COD
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 35
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1665/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND	Months Since - 4	Make/Model- 166
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT WAS SLOW TO GAIN NORMAL LIFT-OFF SPEED DUE TO THE SURFACE OF THE AIRSTRIP. HE ALSO STATED THAT AFTER PREMATURELY VAULTING THE AIRCRAFT INTO THE AIR THE AIRCRAFT NEVER GAINED SUFFICIENT AIRSPEED FOR A CLIMB. THE AIRCRAFT MUSHED INTO TREES OFF THE END OF THE RUNWAY. RUNWAY 9-27 WAS OVER 900 FT LONGER THAN THE ONE SELECTED AND WAS AVAILABLE FOR USE.

Brief of Accident (Continued)

File No. - 1370

7/05/82

MARSTONS MILLS,MA

A/C Reg. No. N9657U

Time (Lc1) - 1415 EDT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1287      2/15/82      HAGERSTOWN, MD      A/C Reg. No. N3893T      Time (Lcl) - 1144      T

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

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

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

Make/Model	- PIPER PA-28R-180	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method           - TELEPHONE</p> <p>Completeness    - FULL</p> <p>Basic Weather    - IMC</p> <p>Wind Dir/Speed - 270/004 KTS</p> <p>Visibility        - 3.0 SM</p> <p>Cloud Conditions(1st) - 10000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 20000 FT OVERCAST</p> <p>Obstructions to Vision - FOG</p> <p>Precipitation    - NONE</p> <p>Condition of Light   - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CLINTON, MD</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance   - TOWER</p> <p>Type Approach Flown - ILS - COMPLETE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>WASHINGTON CTY. REGIONAL</p> <p>Runway Ident      - 27</p> <p>Runway Lth/Wid   - 5450/ 150</p> <p>Runway Surface    - CONCRETE</p> <p>Runway Status     - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current        - YES	Total        - 1561	Last 24 Hrs - 5
SE LAND	Months Since - 5	Make/Model - 317	Last 30 Days - UNK/NR
	Aircraft Type - PA-28	Instrument - 224	Last 90 Days - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE AN ERRATIC VISUAL APPROACH AFTER PERFORMING AN ILS APPROACH TO WITHIN 2 MILES OF THE RUNWAY. SHE VARIED HER FLIGHT PATH FROM SIDE TO SIDE AND WAS CORRECTED VERBALLY BY THE MORE EXPERIENCED CO-PILOT. THE FLARE WAS STARTED TOO HIGH AND THE CO-PILOT ADDED POWER TO CUSHION THE LANDING. AFTER LANDING THE AIRCRAFT VEERED SHARPLY AND TURNED 180 DEGREES BEFORE COLLIDING WITH A SNOWBANK. THE LANDING GEAR COLLAPSED FROM A COMBINATION OF SIDE LOADING AND HITTING THE SNOW.

Brief of Accident (Continued)

File No. - 1287

2/15/82

HAGERSTOWN, MD

A/C Reg. No. N3893T

Time (Lc1) - 1144 T

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

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

Finding(s)

7. LANDING GEAR - OVERLOAD

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

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

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. - 1253      4/17/82      COLLEGE PARK, MD      A/C Reg. No. N1932W      Time (Lcl) - 1630 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

-----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      - 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- 200/022 KTS  
Visibility      - 15.0 SM

Cloud Conditions(1st) - 3200 FT SCATTERED  
Cloud Conditions(2nd) - 4500 FT SCATTERED

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COLLEGE PARK  
Runway Ident      - 33  
Runway Lth/Wid      - 2740/ 40  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current      - YES

Months Since      - 5

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2040      Last 24 Hrs      - 0

Make/Model- 1000      Last 30 Days- UNK/NR

Instrument- 26      Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PREFLIGHT THE PILOT NOTED THE ENGINE RAN ROUGH ON THE RIGHT MAGNETO THEN SMOOTHED OUT. THE PILOT DEPARTED THE RUNWAY WITH THE STALL WARNING HORN SOUNDING AND BEGAN A TURN INTO THE WIND; HOWEVER, DUE TO BUILDINGS IN HIS PATH HE TURNED 360 DEGREES. THE AIRCRAFT WOULD NOT CLIMB SO THE PILOT LOWERED THE NOSE TO GAIN AIRSPEED. THE AIRCRAFT COLLIDED WITH TREES AND LANDED IN A CREEK.

Brief of Accident (Continued)

File No. - 1253

4/17/82

COLLEGE PARK, MD

A/C Reg. No. N1932W

Time (Lcl) - 1630 EST

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - DETERIORATED

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

Finding(s)

2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE

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

Finding(s)

3. OBJECT - TREE(S)

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

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1319      6/25/82      FT. MEADE, MD      A/C Reg. No. N4214Y      Time (Lcl) - 1904 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

Eng Make/Model      - LYCOMING O-235-C1  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 115 HP

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

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

Weather Data

Wx Briefing      - PATWAS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 200/008 KTS  
Visibility      - 8.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TIPTON AAF  
Runway Ident      - 28  
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 - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 24  
Aircraft Type      - UNK/NR

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

Total	- 202	Last 24 Hrs	- 1
Make/Model-	73	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE CARBURETOR HEAT OPERATED DURING AN ENGINE RUN-UP BEFORE TAKEOFF, AND THAT HE USED THE CARBURETOR HEAT DURING EACH LANDING. DURING A TOUCH-AND-GO, HE LIFTED OFF AT 65 KTS, BUT THE PLANE SETTLED AND WOULD NOT CLIMB OUT OF GROUND EFFECT. HE ABORTED THE TAKEOFF AND THE PLANE CONTINUED OFF THE END OF THE RUNWAY. THE PILOT SAID THAT HE INTENTIONALLY GROUND LOOPED THE PLANE TO AVOID OBSTRUCTIONS. DURING THE GROUND LOOP, THE LEFT MAIN GEAR ATTACHMENT U-BOLT FAILED AT AN OLD CRACK. AN INVESTIGATION REVEALED THAT A CARBURETOR HEAT CONTROL CLAMP WAS LOOSE AND ALLOWED THE CARBURETOR HEAT TO REMAIN "OFF." THE CABLE HAD BEEN RE-RIGGED ABOUT 71 TACH HRS PRIOR TO THE ACCIDENT. ALSO, THE AIR INTAKE BOOT WAS IMPROPERLY POSITIONED AND ALLOWED UNFILTERED AIR TO ENTER THE CARBURETOR. THE TEMPERATURE AND DEW POINT WERE 81 AND 65 DEGREES FAHRENHEIT. ACCORDING TO ICING PROBABILITY CHARTS, A SERIOUS CARBURETOR ICING HAZARD WOULD HAVE OCCURRED AT LOW POWER SETTINGS.

Brief of Accident (Continued)

File No. - 1319

6/25/82

FT. MEADE, MD

A/C Reg. No. N4214Y

Time (Lcl) - 1904 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. FUEL SYSTEM, CARBURETOR - ICE
  3. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2            OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3            MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF

Finding(s)

5. LANDING GEAR, MAIN GEAR - CRACKED
  6. LANDING GEAR, MAIN GEAR - OVERLOAD
  7. 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) 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. - 1301      6/01/82      GREENVILLE, ME      A/C Reg. No. N52178      Time (Lcl) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

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

Crew  
Pass

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

Make/Model - CESSNA 172P  
Landing Gear - FLOAT  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J  
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- 225/010 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 4000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MOOSEHEAD LAKE, ME  
Destination  
CHAMBERLAIN LAKE, ME

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)  
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 - 773  
Make/Model- 239  
Instrument- 9  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THERE WAS A PARTIAL LOSS OF ENGINE POWER AFTER THE FLOAT PLANE HAD CLIMBED ABOUT 200 TO 300 FT. CARBURETOR HEAT WAS APPLIED, BUT THERE WAS NO IMMEDIATE EFFECT. THE PILOT REPORTED THAT AFTER THE PLANE STARTED TO SETTLE, THE ENGINE SUDDENLY GAINED FULL POWER. AFTER REGAINING AIRSPEED AND REENTERING A CLIMB, THERE WAS ANOTHER PARTIAL LOSS OF POWER. SUBSEQUENTLY, THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE AND CRASH LANDED IN A WOODED AREA.

Brief of Accident (Continued)

File No. - 1301

6/01/82

GREENVILLE, ME

A/C Reg. No. N52178

Time (Lcl) - 1715 EDT

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

Finding(s)

2. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1312      6/18/82      FORT FAIRFIELD, ME      A/C Reg. No. N8558S      Time (Lc1) - 1710 EDT

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

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

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

Make/Model      - CESSNA 182H	Eng Make/Model - CONTINENTAL D-470R	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2800	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats      - 4	Rated Power      - 230 HP	

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 100/005 KTS</p> <p>Visibility        - 20.0 SM</p> <p>Cloud Conditions(1st) - 5000 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">MICHAEL LAVDIE</p> <p>Runway Ident        - UNK/NR</p> <p>Runway Lth/Wid      - 2100-N/A</p> <p>Runway Surface      - GRAVEL</p> <p>Runway Status       - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - NO</p> <p style="padding-left: 20px;">Months Since      - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 185</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model-</td> <td>68</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>6</td> <td>Last 90 Days-</td> <td>9</td> </tr> </table>	Total	- 185	Last 24 Hrs	- 0	Make/Model-	68	Last 30 Days-	UNK/NR	Instrument-	6	Last 90 Days-	9
Total	- 185	Last 24 Hrs	- 0											
Make/Model-	68	Last 30 Days-	UNK/NR											
Instrument-	6	Last 90 Days-	9											

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT WAS SLOW TO ACCELERATE IN LOOSE GRAVEL AT THE BEGINNING OF THE TAKEOFF ROLL. HE REPORTED THAT HE ROTATED FOR TAKEOFF BEFORE REACHING HIS ABORT POINT ABOUT 1000 FT DOWN THE 2100 FT RUNWAY. HE STATED THAT THE AIRCRAFT WAS NOT RESPONDING AS IT NORMALLY DID, SO AS HE PASSED THE ABORT POINT, HE CUT THE POWER. DURING THE ABORTED TAKEOFF, THE PLANE CONTINUED OFF THE END OF THE RUNWAY. BEFORE STOPPING, IT ENCOUNTERED SEVERAL SMALL DITCHES, THE NOSE GEAR COLLAPSED, AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1312

6/18/82

FORT FAIRFIELD, ME

A/C Reg. No. N8558S

Time (Lc1) - 1710 EDT

Occurrence #1        OVERRUN  
Phase of Operation    TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
3.    AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3        NOSE GEAR COLLAPSED  
Phase of Operation    TAKEOFF

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4        NOSE OVER  
Phase of Operation    TAKEOFF

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1293      6/26/82      PRESQUE ISLE, ME      A/C Reg. No. N9592J      Time (Lcl) - 2145 EDT

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

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

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

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2175	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	EASTPORT, ME	
Completeness	Destination	Airport Data
Basic Weather	PRESQUE ISLE, ME	PRESQUE ISLE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 01
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 7431/ 150
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	- NIGHT (DARK)	Runway Status
		- DRY

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 10	Make/Model-
	Aircraft Type	- UNK/NR	Instrument-
			20
			Last 24 Hrs - 0
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A CROSS-COUNTRY FLIGHT THE PILOT MADE TWO STOPS TO AVOID A SLOW MOVING FRONT, THE PILOT STATED HE REACHED THE DESTINATION LATER THAN PLANNED AND DEPARTED WITH LESS FUEL ON BOARD THAN PLANNED. THE ENGINE QUIT DURING THE RETURN FLIGHT. A FORCED LANDING WAS MADE INTO TREES SUBSTANTIALLY DAMAGING THE AIRCRAFT. INVESTIGATION REVEALED THE FUEL SUPPLY WAS EXHAUSTED.

Brief of Accident (Continued)

File No. - 1293

6/26/82

PRESQUE ISLE, ME

A/C Reg. No. N9592J

Time (Lc1) - 2145 EDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1274      4/05/82      DETROIT,MI      A/C Reg. No. N210LV      Time (Lcl) - 1823 EST

-----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	0	1		
Accident Occurred During -LANDING			0	0	3	1		

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WICHITA FALLS, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SPRINGFIELD, IL	DETROIT METRO
Wind Dir/Speed- 050/018 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 1.5 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 150
Cloud Conditions(1st) - 1000 FT OBSCURED	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - ILS - COMPLETE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 561
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 12
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 69
		Multi-Eng - 184

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO LAND AT AN ALTERNATE AIRPORT WHEN HE ENCOUNTERED POOR VISIBILITY AND ICING CONDITIONS. WHILE RECEIVING VECTORS TO DETROIT METRO THE PILOT REPORTED HE WAS LOW ON FUEL AND NEEDED TO LAND. DURING THE APPROACH THE ENGINE QUIT. THE AIRCRAFT WAS LANDED IN A FIELD APPROXIMATELY ONE MILE SHORT OF THE RUNWAY AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 1274

4/05/82

DETROIT,MI

A/C Reg. No. N210LV

Time (Lc1) - 1823 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - ICING CONDITIONS
  4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

5. OBJECT - TREE(S)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1300

5/08/82

YALE, MI

A/C Reg. No. N15585

Time (Lcl) - 1415 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

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-360  
Number Engines - 4  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

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

Wind Dir/Speed- 315/005 KTS

Visibility - 15.0 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

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

PARA

Runway Ident - 06

Runway Lth/Wid - 1850/ 100

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 - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 261 Last 24 Hrs - 2

Make/Model- 249 Last 30 Days- UNK/NR

Instrument- 4 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO MAKE A GO-AROUND DUE TO A WIND SHIFT. DURING THE ATTEMPTED GO-AROUND THE AIRCRAFT COLLIDED WITH TREES ABOUT 700 FEET OFF THE END OF THE RUNWAY AND CRASHED IN A CORN FIELD.

Brief of Accident (Continued)

File No. - 1300

5/08/82

YALE,MI

A/C Reg. No. N15585

Time (Lc1) - 1415 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. GROUND LOOP/SWERVE - DELAYED - PILOT IN COMMAND
  3. OBJECT - TREE(S)
- 

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
- 

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

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

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. - 1297      5/09/82      DOWAGIAC, MI      A/C Reg. No. N8005E      Time (Lcl) - 1200 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	1
Pass	0	0	0	3

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

Make/Model      - LAKE LA-4  
Landing Gear      - AMPHIBIAN  
Max Gross Wt      - 2600  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 080/007 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

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 - 20

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 274	Last 24 Hrs	- 0
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	26	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE TURNING THE AIRCRAFT DURING TAXI TO THE SHORE THE AIRCRAFT RAN INTO THE WAKE OF A BOAT AND SKIPPED SIDEWAYS. WHEN THE AIRCRAFT ENCOUNTERED A SECOND WAVE THE RIGHT WING STRUCK THE WATER SHEARING OFF THE SPONSON AND BENDING THE WING.

Brief of Accident (Continued)

File No. - 1297

5/09/82

DOWAGIAC,MI

A/C Reg. No. N8005E

Time (Lc1) - 1200 EDT

---

Occurrence            DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
  2. UNSAFE/HAZARDOUS CONDITION - DISREGARDED - 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. - 1235

5/13/82

ROMEO,MI

A/C Reg. No. N46341

Time (Lcl) - 1015 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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Crew

Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - YES/YES

Stall Warning System - 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 - 5.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

ROMEO

Runway Ident - 18

Runway Lth/Wid - 3422/ 25

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 47

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 19 Last 24 Hrs - 1

Make/Model- 19 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS. ON THE THIRD TAKEOFF THE AIRCRAFT VEERED TO THE LEFT AND THE STUDENT WAS UNABLE TO CORRECT. THE AIRCRAFT CONTINUED INTO A SOFT FIELD AND NOSED OVER. THE WIND WAS CALM AND THE WEATHER CLEAR.

Brief of Accident (Continued)

File No. - 1235

5/13/82

ROMEO,MI

A/C Reg. No. N46341

Time (Lcl) - 1015 EST

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - OPEN FIELD

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

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

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. - 1216      5/15/82      HARRISON,MI      A/C Reg. No. N6939B      Time (Lcl) - 2025 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	1
Accident Occurred During -TAKEOFF					

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2000	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	SAULT SAINT MARIE,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHEBOYGAN,MI	HARRISON
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2540/ 75
Cloud Conditions(1st) - 3000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - UNK/NR		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 93
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1216

5/15/82

HARRISON,MI

A/C Reg. No. N6939B

Time (Lcl) - 2025 EDT

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

Finding(s)

1. OBJECT - FENCE
2. LIFT-OFF - IMPROPER - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #4        MAIN GEAR COLLAPSED  
Phase of Operation    TAKEOFF

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

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

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. - 1238      5/30/82      GRAND HAVEN,MI      A/C Reg. No. N2563E      Time (Lcl) - 1625 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - AERONCA AR-58	Eng Make/Model - CONTINENTAL C-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GRAND HAVEN,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - WET
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 667
SE LAND,SE SEA	Months Since - 1	Make/Model- 354
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LIFTOFF THE PILOT LOST DIRECTIONAL CONTROL AND CRASHED IN A SWAMP. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1238

5/30/82

GRAND HAVEN, MI

A/C Reg. No. N2563E

Time (Lc1) - 1625 EDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SAND BAR
6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 1233      6/06/82      NILES,MI      A/C Reg. No. N2588K      Time (Lcl) - 1325 CDT

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

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

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

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JERRY TYLER MEM
Wind Dir/Speed- 150/005 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 - DIRT
Cloud Conditions(2nd) - NONE	Type Approach Flown - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1688
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 370
		Instrument- 202
		Multi-Eng - 370
		Last 30 Days- UNK/NR
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1300 EDT, THE AIRCRAFT TOOK OFF ON A LOCAL TRAINING FLIGHT WITH A STUDENT AND A CERTIFIED FLIGHT INSTRUCTOR ON BOARD. LATER AT ABOUT 1325, THE PLANE CRASHED IN A WOODED AREA ABOUT 1 MI NORTHEAST OF THE APPROACH END OF RUNWAY 21. ONE WITNESS REPORTED THAT BEFORE THE ACCIDENT, THE PLANE WAS IN A SLOW DOWNWARD ROLLING PATTERN. REPORTEDLY, THE AIRCRAFT LEVELED OUT, THEN THE WINGS TIPPED FROM SIDE TO SIDE APPROXIMATELY THREE TIMES. AT ABOUT THAT TIME, THE NOSE DROPPED TO A 45 TO 50 DEG ANGLE AND THE PLANE CRASHED. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 1233

6/06/82

NILES,MI

A/C Reg. No. N2588K

Time (Lcl) - 1325 CDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
  2. GO-AROUND - INITIATED - DUAL STUDENT
  3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
  4. STALL - INADVERTENT - DUAL STUDENT
  5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1390      6/22/82      FOWLERVILLE, MI      A/C Reg. No. N2741C      Time (Lcl) - 1130 EDT

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

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

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL O-300-A	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-----

<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- 320/011 KTS</p> <p>Visibility - 12.0 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>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MAPLEGROVE</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3000/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 40</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 - 18</p> <p>Make/Model- 18</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 10</p> <p>Last 90 Days- 17</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT BOUNCED ON LANDING, VEERED TO THE LEFT, AND NOSED OVER AFTER ENCOUNTERING A SOFT SPOT IN THE CORN FIELD THAT THE AIRCRAFT HAD ENTERED.

Brief of Accident (Continued)

File No. - 1390

6/22/82

FOWLERVILLE, MI

A/C Reg. No. N2741C

Time (Lcl) - 1130 EDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP
5. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1388      6/28/82      LOWELL, MI      A/C Reg. No. N9595T      Time (Lcl) - 1545 EDT

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

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

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

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<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- CALMABLE</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - 2500 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 4400 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">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;">LOWELL</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 2350/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
SE LAND	Months Since - N/A	Make/Model- 35
	Aircraft Type - N/A	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE ADMINISTRATION OF A PRIVATE PILOT FLIGHT TEST, THE PROSPECTIVE PRIVATE PILOT FAILED TO GAIN SUFFICIENT AIRSPEED ON TAKEOFF TO ENABLE THE AIRCRAFT TO CLIMB. APPROXIMATELY 3/4THS OF THE WAY DOWN THE RUNWAY THE CHECK PILOT ELECTED TO ABORT THE TAKEOFF AND PULLED THE POWER OFF. THE AIRCRAFT COLLIDED WITH TREES OFF THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1388

6/28/82

LOWELL,MI

A/C Reg. No. N9595T

Time (Lc1) - 1545 EDT

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Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  3. ABORTED TAKEOFF - DELAYED - CHECK PILOT
  4. SUPERVISION - INADEQUATE - CHECK PILOT
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF

Finding(s)

5. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1387      7/01/82      GRAND HAVEN, MI      A/C Reg. No. N211SB      Time (Lc1) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CLANCY SKYBABY	Eng Make/Model	- HENDERSON	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 700	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 38 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- 200/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">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;">GRAND HAVEN AIRPARK</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3400/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 48</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 - 1208</p> <p>Make/Model- 3</p> <p>Instrument- 54</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 37</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE RUNWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. AFTER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING GEAR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE AIRCRAFT STARTED TO DRIFT.

Brief of Accident (Continued)

File No. - 1387

7/01/82

GRAND HAVEN, MI

A/C Reg. No. N211SB

Time (Lcl) - 1015 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL
  2. LANDING GEAR, MAIN GEAR ATTACHMENT - LOOSE
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  4. LANDING GEAR, MAIN GEAR ATTACHMENT - LOSS, TOTAL
- 

Occurrence #2        NOSE OVER  
Phase of Operation    TAKEOFF

Finding(s)

5. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1204

5/20/82

WARREN, MN

A/C Reg. No. N99805

Time (Lcl) - 1420 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	1	0
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - BLANIK L-13  
Landing Gear - N/A  
Max Gross Wt - 700  
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 - BFRG RCVD, SOURCE UNK  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 060/020 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - 3000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAND FORKS, ND  
Destination  
WARREN, MN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WARREN  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI  
SE LAND, ME LAND

GLIDER

Age - 22

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	- 1057	Last 24 Hrs	- 1
Make/Model	- 10	Last 30 Days	- 20
Instrument	- 71	Last 90 Days	- 44
Multi-Eng	- 17		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS HAVING DIFFICULTY CONTROLLING THE GLIDER DURING THE TOW AND RELEASED PREMATURELY. THE DESTINATION WAS 12 TO 14 MILES AWAY WITH 10-15 KT HEADWINDS. WHEN THE PILOT DECIDED THE DESTINATION COULD NOT BE MADE A ROAD WAS SELECTED FOR A FORCED LANDING BECAUSE LOCAL FIELDS WERE SOFT AND MUDDY. AT A LOW ALTITUDE THE TOW PILOT WARNED OF A TRUCK ON THE ROAD AND THE GLIDER PILOT DIVERTED TO A NEARBY FIELD. THE WING COLLIDED WITH TERRAIN RESULTING IN SUBSTANTIAL DAMAGE TO THE GLIDER.

Brief of Accident (Continued)

File No. - 1204

5/20/82

WARREN,MN

A/C Reg. No. N99805

Time (Lcl) - 1420 CDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELEVATOR - MISJUDGED - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - PREMATURE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
5. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1219      5/23/82      STAPLES,MN      A/C Reg. No. N31765      Time (Lcl) - 1210 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	0	0	0

Type of Operation      -OTHER  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Fire      Crew      0  
NONE      Pass      1

-----Aircraft Information-----

Make/Model      - AERONCA 65-TF  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4150  
No. of Seats      - 2

Eng Make/Model - FRANKLIN 4AC-176B  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 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- 009/009 KTS  
Visibility      - 20.0 SM  
Cloud Conditions(1st) - 250 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 239      Last 24 Hrs - UNK/NR  
Make/Model- 200      Last 30 Days- UNK/NR  
Instrument- 29      Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING LOW PASSES OVER A RIVER IN SEARCH OF A DROWNED MAN. HE MADE A STEEP RIGHT TURN AND THE AIRCRAFT STALLED, DOVE INTO TREES AND IMPACTED THE GROUND NOSE FIRST. THE PILOT STATED THE AIRCRAFT'S DOOR HAD BEEN REMOVED AND THAT THE AIRCRAFT HAD DIFFERENT STALL CHARACTERISTICS WITH THE DOOR REMOVED.

Brief of Accident (Continued)

File No. - 1219

5/23/82

STAPLES,MN

A/C Reg. No. N31765

Time (Lc1) - 1210 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - SNOW
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. DOOR, EXTERIOR CREW - LACK OF
4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1273      6/08/82      CAMBRIDGE,MN      A/C Reg. No. N714HY      Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	1
						0
						0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 340/007 KTS	CAMBRIDGE	
Visibility	- 15.0 SM	Runway Ident	- 34
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 3000/ 100
Cloud Conditions(2nd)	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
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 - 11	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 11	Last 30 Days - 2
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

ON HIS FIRST SOLO FLIGHT THE STUDENT PILOT STATED HE PANICKED AT ABOUT 400 FEET AGL AND DECIDED TO LAND IN A PLOWED FIELD. DURING THE LANDED SEQUENCE THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1273

6/08/82

CAMBRIDGE, MN

A/C Reg. No. N714HY

Time (Lcl) - 1800 CDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EMOTIONAL REACTION - PILOT IN COMMAND
6. IMPROPER DECISION, PANIC - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - SOFT
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1309

6/14/82

GREENBUSH, MN

A/C Reg. No. N4870R

Time (Lcl) - 0815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA A188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4200

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D-23

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 285 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) - 20000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREENBUSH

Runway Ident - 12

Runway Lth/Wid - 2650/ 200

Runway Surface - GRASS/TURF

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5180

Make/Model- 120

Instrument- 80

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED DURING TAKEOFF FROM A GRASS RUNWAY THAT HAD NOT BEEN MOWED FOR SEVERAL WEEKS. THE FIELD ELEVATION WAS 1070 FT, THE WIND WAS CALM, AND THE TEMPERATURE AND DEW POINT WERE 62 AND 50 DEGREES. A FULL FLAP (20 DEGREE) CONFIGURATION WAS USED FOR TAKEOFF. HOWEVER, THE CHECK LIST RECOMMENDED 5 TO 10 DEGREES OF FLAPS FOR RESTRICTD CATEGORY AG TRUCKS WITH DISPERSAL EQUIPMENT INSTALLED. THE GROSS WEIGHT OF THE AIRCRAFT WAS ESTIMATED TO BE 291 LBS OVER THE MAXIMUM LIMIT. THE PILOT REPORTED THAT AFTER LIFT-OFF THE PLANE BEGAN TO SETTLE. AS HE NEARED THE END OF THE RUNWAY, HE DUMPED THE LOAD. HOWEVER, THE PLANE CONTINUED TO SETTLE AND STRUCK A DITCH ABOUT 50 YDS BEYOND THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1309

6/14/82

GREENBUSH,MN

A/C Reg. No. N4870R

Time (Lcl) - 0815 CDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
  4. TERRAIN CONDITION - HIGH VEGETATION
  5.    AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  6. STALL/MUSH - INADVERTENT - 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) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1326      6/20/82      BALLWIN,MO      A/C Reg. No. N1506A      Time (Lc1) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire		Serious	Minor	None	
Type of Operation - INSTRUCTIONAL - CHECK		Crew 0	0	0	2	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIRFLY 7	Eng Make/Model -	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1660	Engine Type -	Weather Radar - NO
No. of Seats - 0	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	EUREKA,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 3
		Instrument- UNK/NR
		Last 90 Days- 4

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS DEMONSTRATING HIS ABILITY TO MAKE 3 LANDINGS TO MEET THE FLIGHT REQUIREMENTS FOR A PRIVATE PILOT RATING. THE FIRST 2 LANDING WERE WITHOUT INCIDENT. AFTER THE THIRD TAKEOFF, AN INCREASE IN THE WIND VELOCITY WAS ENCOUNTERED. FOR THE THIRD LANDING, AN OPEN FIELD WAS SELECTED. THE FIELD WAS DOWNWIND FROM A RIDGE AND A HIGH VOLTAGE POWER LINE. ACCORDING TO THE CREW MEMBERS, A SEVERE ROTOR OR VERTICAL WING CURL WAS ENCOUNTERED WHICH COLLAPSED THE SIDE OF THE ENVELOPE, ALMOST A THIRD OF ITS VOLUME. REPORTEDLY, THIS OCCURRED AFTER THE LANDING APPROACH WAS ESTABLISHED. THE STUDENT TRIED TO COMPENSATE FOR THE LOST HEAT AND LIFT BY USING BOTH THE MAIN AND THE AUXILLARY BURNERS. BUT WHILE STILL DESCENDING WITH POWER LINES AHEAD, THE PILOT ELECTED TO DEFLATE THE BALLOON FOR AN IMMEDIATE LANDING. HOWEVER, THE ENVELOPE DRAPED OVER THE LINES AND STARTED BURNING WHEN THE LINES ARCED.

Brief of Accident (Continued)

File No. - 1326

6/20/82

BALLWIN,MO

A/C Reg. No. N1506A

Time (Lc1) - 0845 CDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. WEATHER CONDITION - UNFAVORABLE WIND  
2. WEATHER CONDITION - DOWNDRAFT  
-----

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. OBJECT - WIRE, TRANSMISSION  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1277      7/24/82      NEAR WRIGHT CITY,MO      A/C Reg. No. N49789      Time (Lcl) - 1737 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

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

-----Aircraft Information-----

Make/Model      - CESSNA 152II

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear      - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt      - 1670

Engine Type      - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats      - 2

Rated Power      - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS

Method      - TELEPHONE

Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 030/005 KTS

Visibility      - 6.0 SM

Cloud Conditions(1st) - 3800 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

TRENTON,MO

Destination

SPIRIT OF ST. LOUIS,MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - GRASS/TURF

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 24

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 48      Last 24 Hrs - 4

Make/Model- 45      Last 30 Days- 10

Instrument- UNK/NR      Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS COUNTRY AND LANDED AT AN INTERMEDIATE STOP AND REFUELED WITH 6 GALLONS OF FUEL. DURING THE RETURN FLIGHT THE AIRCRAFT'S ENGINE QUIT. DURING THE FORCED LANDING THE AIRCRAFT COLLIDED WITH TREES. POST ACCIDENT EXAMINATION OF THE AIRCRAFT REVEALED THAT THE USUABLE FUEL WAS EXHAUSTED. THERE WAS NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1277

7/24/82

NEAR WRIGHT CITY,MO

A/C Reg. No. N49789

Time (Lcl) - 1737 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. REFUELING - IMPROPER - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #4            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident.

File No. - 1391      6/19/82      JACKSON,MT      A/C Reg. No. N4346F      Time (Lcl) - 0945 MDT

-----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					

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	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	HELENA,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKSON,MT	HIRSHY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 04
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 94
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 61
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE OVERSHOT THE RUNWAY BY BEING TOO HIGH AND THAT IT WAS HIS INTENTION TO GO AROUND FOR A SECOND PASS. HE FURTHER STATED THAT HIS AIRSPEED WAS TOO LOW AND THAT HE WAS BEHIND THE POWER CURVE AND WAS NOT ABLE TO CLIMB OUT OF THE VALLEY AT THE END OF THE RUNWAY. THE AIRCRAFT WAS FORCED TO LAND ON THE FLAT SIDE OF THE VALLEY.

Brief of Accident (Continued)

File No. - 1391

6/19/82

JACKSON, MT

A/C Reg. No. N4346F

Time (Lc1) - 0945 MDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. TERRAIN CONDITION - HIGH TERRAIN
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1328      6/21/82      NEAR RAPELJE, MT      A/C Reg. No. N9228W      Time (Lcl) - 0630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - WEATHERLY 201C	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 - 3500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COUNTY ROAD #306
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5280 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1058
SE LAND	Months Since - 4	Make/Model- 281
	Aircraft Type - UNK/NR	Instrument- 11
		Multi-Eng - 25
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A COUNTY ROAD, THE PILOT LOST DIRECTIONAL CONTROL AND THE AIRCRAFT VEERED TO THE LEFT AND STRUCK A POLE. AN INVESTIGATION REVEALED THAT AN O-RING, PN 101-00500, ON THE PARKING BRAKE VALVE IN THE RIGHT MASTER CYLINDER HAD FAILED AND HYDRAULIC FLUID WAS LOST. THE BROKEN O-RING WAS NO LONGER SOFT AND PLIABLE, BUT WAS HARD AND NON-FLEXIBLE. ACCORDING TO RECORDS, THE CLEVELAND BRAKES HAD BEEN MANUFACTURED IN JUNE 1977. THE ONLY RECORDED MAINTENANCE ON THE BRAKES (SINCE BEING MANUFACTURED) WAS ON 5/15/82 WHEN THE BRAKE DISC LININGS WERE REPLACED.

Brief of Accident (Continued)

File No. - 1328

6/21/82

NEAR RAPELJE, MT

A/C Reg. No. N9228W

Time (Lcl) - 0630 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. HYDRAULIC SYSTEM, SEAL - BRITTLE FRACTURE
2. FLUID, HYDRAULIC - LEAK
3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - UTILITY POLE

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1399

6/22/82

CAMERON, MT

A/C Reg. No. N3901T

Time (Lcl) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	2	1	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER PA-28-R-180

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2500

No. of Seats - 4

Eng Make/Model - LYCOMING IO-360

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 45.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ENNIS, 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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 273

Make/Model- 217

Instrument- 60

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE ENCOUNTERED A DOWNDRAFT WHILE CLIMBING OVER RISING TERRAIN IN AN AREA OF FOOTHILLS NEAR MOUNTAINS. HE REPORTED A LOSS OF AIRSPEED AND ALTITUDE WHEN THE AIRCRAFT WAS ABOUT 1000 FT FROM THE CREST. AT ABOUT THAT TIME, THE GEAR EXTENDED AUTOMATICALLY. A TURN WAS MADE OVER A LESSER RISE AND THE LANDING GEAR EMERGENCY OVERRIDE WAS ACTUATED; HOWEVER, THE AIRCRAFT CONTINUED TO LOSE AIRSPEED AND CRASHED INTO TREES IN A WOODED AREA. THE ELEVATION OF THE CRASH SITE WAS ABOUT 7000 FT. THE PILOT ESTIMATED THAT THE TEMPERATURE WAS 60 DEGREES FAHRENHEIT.

Brief of Accident (Continued)

File No. - 1399

6/22/82

CAMERON,MT

A/C Reg. No. N3901T

Time (Lc1) - 1000 MDT

-----  
Occurrence                IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. WEATHER CONDITION - DOWNDRAFT
6. TERRAIN CONDITION - RISING
7. STALL/MUSH - INADVERTENT - 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) 2,3,4,7

Factor(s) relating to this accident is/are finding(s) 1,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1367      7/03/82      SWAN QUARTER, NC      A/C Reg. No. N1140M      Time (Lc1) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - TELEVISION  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 225/012 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FAYETTEVILLE, NC  
Destination  
SWAN QUARTER, NC

Airport Proximity  
ON AIRPORT

Airport Data

PRIVATE AIRSTRIIP  
Runway Ident - 27  
Runway Lth/Wid - 2500/ 50  
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)  
PRIVATE  
SE LAND

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1318  
Make/Model- 252  
Instrument- 574  
Multi-Eng - 10  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED WITH AN EFFECTIVE CROSSWIND COMPONENT OF ABOUT 10 KTS. HE STATED THAT AFTER HE RETRACTED THE FLAPS, THE AIRCRAFT BEGAN TO YAW TO THE LEFT. HE APPLIED RIGHT RUDDER AND STARTED TO GO AROUND, BUT SUBSEQUENTLY, THE LEFT WING IMPACTED 8-FOOT HIGH CORN. THE AIRCRAFT CONTINUED YAWING TO THE LEFT AND THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1367

7/03/82

SWAN QUARTER, NC

A/C Reg. No. N1140M

Time (Lc1) - 1430 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. 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 - HIGH VEGETATION

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1295

3/07/82

TRENTON,ND

A/C Reg. No. N16867

Time (Lcl) - 1225 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -OTHER  
Flight Conducted Under -14 CFR 133  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BELL 206B III  
Landing Gear - SKID  
Max Gross Wt - 3200  
No. of Seats - 5

Eng Make/Model - ALLISON 250C-20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 420 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- UNK/NR  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WILLISTON,ND  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL STRAIGHT-IN

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

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	-	6538	Last 24 Hrs	-	5
Make/Model	-	2500	Last 30 Days	-	UNK/NR
Instrument	-	212	Last 90 Days	-	120
Multi-Eng	-	238	Rotorcraft	-	5500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS HOVERING DURING A SLING LOAD OPERATION WHEN THE ENGINE LOST POWER. THE PILOT RELEASED THE LOAD BUT DUE TO LOW ROTOR RPM THE AIRCRAFT LANDED HARD, SUBSTANTIALLY DAMAGING THE AIRCRAFT. INVESTIGATION REVEALED A FAILURE OF THE FORWARD MALE SPLINES ON THE SPIN ADAPTER GEARSHAFT AND THE FUEL NOZZLE SCREEN COLLAPSED AND CLOGGED WITH FIBROUS DEBRIS.

Brief of Accident (Continued)

File No. - 1295

3/07/82

TRENTON,ND

A/C Reg. No. N16867

Time (Lcl) - 1225 CST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      HOVER

Finding(s)

1. FUEL SYSTEM,NOZZLE - BLOCKED(PARTIAL)

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1249      3/28/82      DEVILS LAKE,ND      A/C Reg. No. N4709H      Time (Lc1) - 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	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-90-8F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DEVILS LAKE,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 25000 FT BROKEN	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)
COMMERCIAL	Current - YES	Total - 400
SE LAND,SE SEA	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - 182RG	Make/Model- 40
		Last 30 Days- 30
		Instrument- 80
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND PASSENGER/PILOT WERE MAKING LOW, SLOW PASSES OVER FISHERMAN ON THE ICE. THE PILOT REVERSED DIRECTIONS AND THE AIRCRAFT STALLED. THE PILOT STATED HE WAS LOOKING AT THE GROUND AND BECAME DISTRACTED.

Brief of Accident (Continued)

File No. - 1249

3/28/82

DEVILS LAKE,ND

A/C Reg. No. N4709H

Time (Lc1) - 1500 CST

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Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  3. LOW PASS - INTENTIONAL - PILOT IN COMMAND
  4. VMC - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. TERRAIN CONDITION - ICY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1356      4/13/82      CROSBY,ND      A/C Reg. No. N7446V      Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

-----Aircraft Information-----

Make/Model - MOONEY M20F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 225/008 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  
MINOT,ND  
Destination  
CROSBY,ND

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CROSBY MUNICIPAL  
Runway Ident - 12  
Runway Lth/Wid - 2850/ 50  
Runway Surface - ASPHALT  
Runway Status - WATER COVERED

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 125  
Make/Model- 125  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- 0  
Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE RUNWAY HAD A 6 TO 7 FT SNOWBANK ON THE LEFT SIDE OF THE RUNWAY AND A 2 TO 3 FT SNOWBANK ON THE RIGHT SIDE. ALSO, WATER WAS ON THE RUNWAY INTERMITTENTLY ALONG THE ENTIRE LENGTH. AFTER LANDING, THE PLANE STARTED HYDROPLANING. AS THE PILOT MOVED THE PLANE TO THE LEFT TO GET OUT OF THE WATER, THE LEFT WING STRUCK THE SNOWBANK. THIS PULLED THE FRONT OF THE AIRCRAFT TO THE LEFT, RESULTING IN FURTHER DAMAGE. A NOTAM HAD BEEN ISSUED TO WARN PILOTS OF THE WET RUNWAY CONDITIONS.

Brief of Accident (Continued)

File No. - 1356

4/13/82

CROSBY,ND

A/C Reg. No. N7446V

Time (Lc1) - 1630 MST

---

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
  2. NOTAMS - ISSUED - FAA(OTHER/ORGANIZATION)
  3. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - OTHER
  4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
  5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1317      5/18/82      BACK00,ND      A/C Reg. No. N2195C      Time (Lcl) - 2045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL D-470-J	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 2000 FT OVERCAST</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>ST. THOMAS,ND</p> <p>Destination</p> <p>CAVALIER,ND</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 904</p> <p>Make/Model- 18</p> <p>Instrument- 101</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 18</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FLEW TO THE VICINTIY OF HIS DESTINATION BY FOLLOWING THE PATH OF RECENT SHOWERS. HE WAS A FARMER AND WAS INTERESTED IN THE AMOUNT OF STANDING WATER. HE HAD ARRANGED TO FLY OVER A FRIEND'S HOUSE SO THE FRIEND WOULD PICK HIM UP AT THE AIRPORT. AFTER FLYING OVER THE HOUSE AND HEADING FOR THE AIRPORT, THE ENGINE BEGAN RUNNING ROUGH. THE PILOT ENRICHED THE MIXTURE, BUT ONLY MOMENTARILY APPLIED CARBURETOR HEAT. NEITHER SEEMED TO CHANGE THE WAY THE ENGINE WAS RUNNING, SO HE ELECTED TO LAND ON A ROAD NEAR THE FRIEND'S HOUSE. REPORTEDLY, HE HAD OPERATED THE ENGINE AT 16 INCHES MANIFOLD PRESSURE AND 2100 RPM FOR THE ENTIRE FLIGHT AND MADE NO CHANGES IN HIS POWER SETTING. WHILE LANDING ON A ROAD WITH A RIGHT CROSS WIND, THE LEFT GEAR ENCOUNTERED A SOFT SHOULDER. THE PLANE VEERED INTO A DITCH, THEN FLIPPED OVER. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO PRE-IMPACT MALFUNCTIONS. THE TEMPERATURE WAS 59 DEGREES; AT THAT TEMPERATURE, CARBURETOR ICING CONDITIONS WOULD BE PROBABLE IN MOIST AIR.

Brief of Accident (Continued)

File No. - 1317

5/18/82

BACK00,ND

A/C Reg. No. N2195C

Time (Lc1) - 2045 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

10. 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) 2,3,6,8,9

Factor(s) relating to this accident is/are finding(s) 1,5,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1324      6/18/82      GRAND FORKS,ND      A/C Reg. No. N6145Q      Time (Lcl) - 1730 CDT

-----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

-----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	GRAND FORKS INTERNATIONAL
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7349/ 150
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 7000 FT	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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
SE LAND	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TAKEOFFS AND LANDINGS ON HIS THIRD SUPERVISED SOLO FLIGHT WITH A LEFT QUARTERING WIND AT 10 KTS. UPON LANDING, THE STUDENT BEGAN HIS TAKEOFF ROLL. SUBSEQUENTLY, THE AIRCRAFT VEERED OFF THE RUNWAY, TRAVELED ABOUT 600 FT, AND HIT A DIRT RAMP. AFTER HITTING THE RAMP, THE NOSE GEAR AND PROPELLER WERE BENT BACKWARD, THE AIRCRAFT BOUNCED, AND THE RIGHT WING WAS DAMAGED. THE STUDENT STATED THAT HE HAD HIT A RABBIT. HOWEVER, AN INSPECTION OF THE RUNWAY REVEALED NO EVIDENCE OF A DEAD RABBIT AND NO OTHER SIGNS OF HITTING A RABBIT WERE FOUND.

Brief of Accident (Continued)

File No. - 1324

6/18/82

GRAND FORKS,ND

A/C Reg. No. N6145Q

Time (Lc1) - 1730 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. OBJECT - ANIMAL(S)
4. AIRPLANE HANDLING - DISREGARDED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. WEATHER CONDITION - CROSSWIND
7. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

Finding(s)

10. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1323      6/20/82      ROLLA,ND      A/C Reg. No. N7634V      Time (Lcl) - 0545 MST

-----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					

-----Aircraft Information-----

Make/Model - CALLAIR A-9B	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROLLA,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/008 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) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2727
SE LAND	Months Since - 3	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 123
		Last 30 Days- UNK/NR
		Last 90 Days- 275

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT AFTER LOADING WITH CHEMICAL, WATER, AND FUEL, HE WENT TO A FIELD AND BEGAN SPRAYING. HE STATED THAT AFTER HE HAD MADE HIS FIRST SWATH RUN, HE WAS TURNING FOR A SECOND SWATH WHEN THE PLANE STALLED AND CRASHED. THE LANDING GEAR, PROPELLER, AND WINGS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1323

6/20/82

ROLLA,ND

A/C Reg. No. N7634V

Time (Lc1) - 0545 MST

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Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

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

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1203      5/12/82      NEAR O'NEILL,NE      A/C Reg. No. N9649Y      Time (Lcl) - 1120 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	1	3	0

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CENTERVILLE,IA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BASSETT,NE	
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 300 FT OVERCAST	Type of Clearance - UNK/NR	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 450
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 7
	Aircraft Type - 310	Make/Model- 39
		Last 30 Days- UNK/NR
		Instrument- 66
		Last 90 Days- 199
		Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED SUCCESSFULLY AT CENTERVILLE, IA ON ITS FIRST LEG OF THE FLIGHT. THE AIRCRAFT WAS NOT REFUELED AND THE PILOT ESTIMATED 4 HRS FUEL ON BOARD FOR A 2 HR AND 40 MINUTE FLIGHT. THE FLIGHT MADE 4 MISSED APPROACHES BEFORE PROCEEDING TO AN ALTERNATE AIRPORT. ENROUTE TO THE ALTERNATE AIRPORT THE AIRCRAFT RAN OUT OF FUEL. DURING THE FORCED LANDING, THE AIRCRAFT COLLIDED WITH A FENCE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1203

5/12/82

NEAR O'NEILL, NE

A/C Reg. No. N9649Y

Time (Lcl) - 1120 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
4. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION
7. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

8. OBJECT - 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) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1365

7/03/82

NEW LONDON, NH

A/C Reg. No. N3620Y

Time (Lcl) - 1000 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

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-1-36  
Landing Gear - N/A  
Max Gross Wt - 840  
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- 315/005 KTS  
Visibility - UNK/NR  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

EAGLES NEST  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 54

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1685	Last 24 Hrs	- 2
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	34	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE BEING TOWED DURING TAKEOFF, THE WEAK LINK ON THE TOW ROPE FAILED WHEN THE GLIDER WAS ABOUT 125 FT AGL. THE PILOT STARTED TO LAND ON A GOLF COURSE AHEAD, BUT SPOTTED GOLFERS IN HIS INTENDED LANDING AREA. THE GLIDER STALLED WHILE HE WAS IN A STEEP TURN. HE THEN LOWERED THE NOSE AND CRASHED INTO TREES.

Brief of Accident (Continued)

File No. - 1365

7/03/82

NEW LONDON,NH

A/C Reg. No. N3620Y

Time (Lc1) - 1000 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. OBJECT - OTHER PERSON
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1361

7/05/82

NELSON,NH

A/C Reg. No. N2147F

Time (Lc1) - 1140 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA U206  
Landing Gear - FLOAT  
Max Gross Wt - 3300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - 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 - 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  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - WATER  
Runway Status - WATER - CALM

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 - 43  
Biennial Flight Review  
Current - YES  
Months Since - 8  
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- 15  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE FLOAT EQUIPPED AIRCRAFT STATED THAT DURING TAKEOFF, THERE WAS A LOSS OF POWER AND LIFT. HE TRIED TO TURN AND LAND; HOWEVER, THE PLANE CRASHED INTO THE LAKE AND WAS DESTROYED. THE PILOT AND PASSENGERS EVACUATED WITHOUT INJURY.

Brief of Accident (Continued)

File No. - 1361

7/05/82

NELSON,NH

A/C Reg. No. N2147F

Time (Lc1) - 1140 EDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3      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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1289      6/15/82      IMLAYSTOWN, NJ      A/C Reg. No. N9062T      Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING			0	0	0
					None 1 0

-----Aircraft Information-----

Make/Model - CONTINENTAL EL TOMCAT MK5A	Eng Make/Model - LYCOMING VO-435A1E	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	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 - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 17290
SE LAND	Months Since - 15	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 145
		Rotorcraft - 15745

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SWATH RUN, A BIRD FLEW INTO THE WINDSHIELD AND THE PILOT ROLLED THE HELICOPTER TO THE RIGHT TO AVOID FURTHER BIRD STRIKES. THE RIGHT SPRAY BOOM CONTACTED THE CROPS AND PULLED THE AIRCRAFT INTO THE GROUND RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1289

6/15/82

IMLAYSTOWN,NJ

A/C Reg. No. N9062T

Time (Lcl) - 1145 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. OBJECT - BIRD(S)  
-----

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
2. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)  
3. TERRAIN CONDITION - CROP  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1354      6/20/82      SANDY HOOK BEACH,NJ      A/C Reg. No. N6879B      Time (Lcl) - 1440 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation      -TOWING BANNERS

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -LANDING

-----Aircraft Information-----

Make/Model      - PIPER PA-18-150  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 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      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 280/009 KTS

Visibility      - 5.0 SM

Cloud Conditions(1st)      - 5000 FT SCATTERED

Cloud Conditions(2nd)      - UNK/NR

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

COLT'S NECK,NJ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - DIRT

Runway Status      - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Approach Flown      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age      - 38

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1913      Last 24 Hrs      - UNK/NR

Make/Model-      58      Last 30 Days-      UNK/NR

Instrument-      145      Last 90 Days-      UNK/NR

Multi-Eng      - 1567

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS TOWING A BANNER, THE ENGINE RPM BEGAN TO DECREASE. HE INITIATED EMERGENCY PROCEDURES, BUT COULD NOT RESTORE THE POWER. THE PLANE WAS MANEUVERED FOR A FORCED LANDING ON A BEACH. THE PLANE CRASHED ON THE BEACH WHILE THE PILOT WAS TURNING TO AVOID PEOPLE AND DRIFTWOOD. DURING AN INVESTIGATION, THE NO. 3 CYLINDER HAD NO COMPRESSION WHEN IT WAS CHECKED. SIGNIFICANT LEAD DEPOSITS WERE FOUND ON THE STEM OF THE NO. 3 EXHAUST VALVE AND ON ITS VALVE SEAT. THE FACE OF THE VALVE WAS MAKING CONTACT WITH ONLY ABOUT 60 PERCENT OF THE SEAT.

Brief of Accident (Continued)

File No. - 1354

6/20/82

SANDY HOOK BEACH,NJ

A/C Reg. No. N6879B

Time (Lc1) - 1440 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY,VALVE - OTHER
2. ENGINE ASSEMBLY,VALVE - MOVEMENT RESTRICTED

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

3. OBJECT - OTHER PERSON
4. OBJECT - OBJECT
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1290      6/26/82      LINCOLN PARK,NJ      A/C Reg. No. N26870      Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL - DUAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TETERBORO,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LINCOLN PARK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 19
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 40
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,CFI	Current - YES	Total - 1495
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 32
		Instrument- 138
		Multi-Eng - 205
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL APPROACH THE AIRCRAFT SEEMED TO SINK AND FULL POWER WAS APPLIED. THE AIRCRAFT COLLIDED WITH A FENCE AT THE APPROACH END OF RUNWAY 19 RESULTING IN SUBSTANTIAL DAMAGE. THERE WAS NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT ENGINE DETERMINED.

Brief of Accident (Continued)

File No. - 1290

6/26/82

LINCOLN PARK,NJ

A/C Reg. No. N26870

Time (Lc1) - 0930 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. THROTTLE/POWER CONTROL - DELAYED - DUAL STUDENT  
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND  
3. VMC - NOT MAINTAINED - DUAL STUDENT  
-----

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
4. OBJECT - FENCE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1366

7/03/82

CLEMENTON,NJ

A/C Reg. No. N64657

Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

3

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172P

Eng Make/Model - LYCOMING O-320-D2J

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - SELF

Basic Weather - VMC

Wind Dir/Speed- 210/010 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SALISBURY,MD

Destination

CLEMENTON,NJ

Airport Proximity

ON AIRPORT

Airport Data

CROSS KEYS

Runway Ident - 27

Runway Lth/Wid - 2250/ 100

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 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 - 112 Last 24 Hrs - 4

Make/Model- 37 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, RAIN WAS ENCOUNTERED AND THE AIRCRAFT WAS LANDED ON A WET RUNWAY. THE PILOT REPORTED THAT HIS APPROACH SPEED WAS 15 TO 20 KNOTS HIGH. AFTER TOUCHDOWN, HE ENCOUNTERED HYDROPLANING CONDITIONS AND WAS UNABLE TO STOP ON THE RUNWAY. AFTER DEPARTING THE RUNWAY, THE PLANE RAN INTO MUD AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1366

7/03/82

CLEMENTON,NJ

A/C Reg. No. N64657

Time (Lcl) - 1230 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
6. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

Occurrence #2      ON GROUND COLLISION WITH TERRAIN.  
Phase of Operation      LANDING - ROLL

Finding(s)

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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1239

7/09/82

HAMMONTON,NJ

A/C Reg. No. N22BF

Time (Lcl) - 2140 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	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
UNK/NR

-----Aircraft Information-----

Make/Model - ENSTROM F28A  
Landing Gear - SKID  
Max Gross Wt - 1950  
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-C1A  
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 - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
OCEAN CITY,NJ  
Destination  
GREE LANE,PA

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)  
PRIVATE  
SE LAND

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		

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1239

7/09/82

HAMMONTON, NJ

A/C Reg. No. N22BF

Time (Lcl) - 2140 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1265

4/22/82

CARLSBAD,NM

A/C Reg. No. N319M

Time (Lcl) - 0900 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - TAILWIND A-M-1  
Landing Gear - UNK/NR  
Max Gross Wt - 1500  
No. of Seats - 1

Eng Make/Model - LYCOMING O-290  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAS CRUCES,NM  
Destination  
CARLSBAD,NM

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)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT ATTEMPTED A PRECAUTIONARY LANDING ON A ROAD DUE TO DETERIORATING WEATHER AND AN INTERMITTENT ENGINE PROBLEM.  
THE PILOT STATED HE LOST DIRECTIONAL CONTROL DUE TO GUSTY WINDS AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1265

4/22/82

CARLSBAD, NM

A/C Reg. No. N319M

Time (Lc1) - 0900 MST

-----  
Occurrence #1            LOSS OF CONTROL - CN GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
  4. UNSUITABLE TERRAIN - SELECTED - 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) 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. - 1227      5/15/82      FARMINGTON, NM      A/C Reg. No. N66020      Time (Lcl) - 1715 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF		Pass 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	- 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- 270/014 KTS</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - 8000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1837
SE LAND,ME LAND	Months Since - 14	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 42
		Multi-Eng - 13
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF FOR AN AERIAL APPLICATION FLIGHT AT MAXIMUM GROSS WEIGHT THE AIRCRAFT BEGAN TO SETTLE. THE AIRCRAFT IMPACTED THE GROUND IN A SLIGHTLY NOSE-DOWN ATTITUDE. INVESTIGATION REVEALED THE ACCIDENT SITE ELEVATION WAS 5300 FEET MSL AND THE TAKEOFF WAS MADE TO THE EAST WITH WINDS FROM 270 DEGREES AT 14 KNOTS.

Brief of Accident (Continued)

File No. - 1227

5/15/82

FARMINGTON,NM

A/C Reg. No. N6602Q

Time (Lcl) - 1715 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - GROUND
6. LOAD JETTISON - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1332      5/19/82      LAS CRUCES, NM      A/C Reg. No. N54488      Time (Lc1) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-H	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAS CRUCES
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 26
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6071/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Make/Model- 47
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT DURING LANDING, THE AIRSPEED WAS TOO HIGH. REPORTEDLY, THE AIRCRAFT TOUCHED DOWN HARD ON ALL THREE GEAR, PROPOISED, AND SUBSEQUENTLY, THE PLANE WAS DAMAGED. THE WIND WAS REPORTED AS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 1332

5/19/82

LAS CRUCES,NM

A/C Reg. No. N54488

Time (Lc1) - 0830 MDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3.       IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1333      1/04/82      NEAR LAS VEGAS,NV      A/C Reg. No. N1956H      Time (Lc1) - 2120 PST

-----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,CARGO	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass 1	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4578	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TONOPAH,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2505
SE LAND,ME LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - PA-34	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 86
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT, A PIPER PA-34, WAS ON A VFR FLIGHT TO TRANSPORT BANK CHECKS ON A PART 135 OPERATION. ANOTHER COMPANY PILOT IN A CESSNA 207 STATED THAT HE ENCOUNTERED INSTRUMENT CONDITIONS AT 9500 FT WHILE HE WAS FLYING FROM TONOPAH TO LAS VEGAS, NV. THE CESSNA PILOT HAD TALKED TO THE PIPER PILOT ON THE RADIO. REPORTEDLY, THE PIPER PILOT WAS GOING TO STAY AT 9500 FT. THE WRECKAGE OF THE PIPER WAS FOUND AT THE 9500 FT LEVEL IN MOUNTAINOUS TERRAIN, ABOUT 30 MILES WEST OF LAS VEGAS. THE CRASH SITE WAS ON THE WEST SIDE OF MT CHARLESTON. THE AIRCRAFT HAD IMPACTED A SLOPE OF ABOUT 30 DEGREES, WHILE TRAVELING ON AN EASTERLY HEADING.

Brief of Accident (Continued)

File No. - 1333

1/04/82

NEAR LAS VEGAS,NV

A/C Reg. No. N1956H

Time (Lc1) - 2120 PST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - CLOUDS
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  4. TERRAIN CONDITION - HIGH TERRAIN
  5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  7. TERRAIN CONDITION - UPHILL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1349      4/29/82      DEETH,NV

A/C Reg. No. N8943

Time (Lcl) - 1325 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - BELLANCA 7GCBC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1650  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-A2B  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/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- 045/008 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  
SPRATLING RANCH,NV  
Destination  
DEETH,NV

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 32

Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 728	Last 24 Hrs - 2
Make/Model-	653	Last 30 Days- 18
Instrument-	11	Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CHOSE TO LAND ON AN ABANDONED HIGHWAY ON A HEADING OF 240 DEGREES. REPORTEDLY, THE WINDS WERE FROM THE NORTHEAST AT 8 GUSTING 18 KNOTS. WHILE MAKING A WHEEL LANDING, A GUST OF WIND WAS ENCOUNTERED ABOUT WHEN ENOUGH SPEED HAD BEEN LOST TO LOWER THE TAIL. SUBSEQUENTLY, THE PILOT LOST CONTROL OF THE AIRCRAFT AND IT RAN OFF THE LEFT SIDE OF THE HIGHWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1349

4/29/82

DEETH,NV

A/C Reg. No. N8943

Time (Lc1) - 1325 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1257      4/29/82      LATHROP WELLS,NV      A/C Reg. No. N7058E      Time (Lcl) - 1716 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 175A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2350  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL G0-300A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 175 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 360/010 KTS  
Visibility      - 15.0 SM  
Cloud Conditions(1st) - 20000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HENDERSON,NV  
Destination  
SCOTTY'S JUNCTION,NV

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 53  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 100  
Make/Model- 82  
Instrument- 0  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S ENGINE QUIT WHILE ON APPROACH TO LATHROP WELLS. DURING THE EMERGENCY LANDING THE AIRCRAFT STALLED AND DROPPED FROM ABOUT 15 FEET AGL AND CAME TO REST INVERTED. FUEL WAS PRESENT AT THE ACCIDENT SITE AND THE FUEL SELECTOR WAS FOUND MIDWAY BETWEEN THE OFF AND BOTH POSITIONS.

Brief of Accident (Continued)

File No. - 1257

4/29/82

LATHROP WELLS,NV

A/C Reg. No. N7058E

Time (Lc1) - 1716 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - IMPROPER
  2. CHECKLIST - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #4        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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1351

4/25/82

LAGRANGE, NY

A/C Reg. No. N1796

Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	1	0	0

Type of Operation -AERIAL MAPPING/PHOTOGRAPHY

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - SPEZIO SPORT DAL-1

Eng Make/Model - LYCOMING O-290

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 900

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 140 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-UNK/NR

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

POUGHKEEPSIE, 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)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 242

Make/Model- 242

Instrument- 8

Last 24 Hrs - 1

Last 30 Days- 0

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/PILOT OF THE AIRCRAFT WAS A PHOTOGRAPHER WITH AN AMPUTATION ABOVE HIS LEFT WRIST. HIS CLASS III MEDICAL CERTIFICATE STATED THAT HE MUST WEAR AN ARTIFICIAL LIMB WHILE FLYING. THE PILOT HAD BEEN ASKED TO PHOTOGRAPH A BUILDING IN AN INDUSTRIAL PARK. AFTER HE TOOK OFF WITH HIS 9 YR OLD SON, THE PLANE WAS OBSERVED CIRCLING THE INDUSTRIAL PARK AT LOW ALTITUDE AND LOW AIRSPEED. ONE WITNESS ESTIMATED THE ALTITUDE WAS 200 TO 300 FT AGL. REPORTEDLY ON ITS LAST PASS, THE PLANE'S LEFT WING DROPPED, THE WING CONTINUED TO FALL, AND SUBSEQUENTLY, THE PLANE ROLLED AND CRASHED. AFTER HITTING THE GROUND, IT TRAVELED 58 FT AND HIT A BUILDING. FILM FROM THE PILOT'S CAMERA WAS RECOVERED AND DEVELOPED. PICTURES OF THE BUILDINGS VERIFIED THAT THE PHOTOGRAPHS HAD BEEN TAKEN AT A LOW ALTITUDE.

Brief of Accident (Continued)

File No. - 1351

4/25/82

LAGRANGE,NY

A/C Reg. No. N1796

Time (Lc1) - 1530 EST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      MANEUVERING

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1315

6/19/82

RICHLAND, NY

A/C Reg. No. N9513K

Time (Lcl) - 1630 EDT

-----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	Crew	0
NONE	Pass	0

-----Aircraft Information-----

Make/Model - STINSON 180-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2078  
No. of Seats - 4

Eng Make/Model - FRANKLIN 105  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 165 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- 020 KTS  
Visibility - 5.0 SM  
Cloud Conditions(1st) - 2000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

Runway Ident - 16  
Runway Lth/Wid - 2500/ 200  
Runway Surface - GRASS/TURF  
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 - 44  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 500  
Make/Model- 28  
Instrument- 24  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 28  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL FLIGHT, THE PILOT OBSERVED A FRONT MOVING IN, SO HE DECIDED TO RETURN TO THE AIRPORT AND LAND. HE REPORTED THAT THERE WAS NO TURBULENCE WHILE HE WAS ON DOWNWIND OR BASE AND THE WIND SOCK WAS FAVORING RUNWAY 16. HOWEVER, ON FINAL APPROACH, THERE WAS TURBULENCE THAT BECAME PROGRESSIVELY WORSE. AS THE AIRCRAFT WAS ABOUT TO TOUCH DOWN, A STRONG CROSSWIND GUST WAS ENCOUNTERED. POWER WAS APPLIED TO GO-AROUND, BUT A QUARTERING TAILWIND BLEW THE AIRCRAFT TO THE LEFT. THE PLANE LANDED IN ROUGH GRASS AND BUSHES, THEN COLLIDED WITH A PILE OF DIRT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1315

6/19/82

RICHLAND, NY

A/C Reg. No. N9513K

Time (Lcl) - 1630 EDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - UNFAVORABLE WIND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
  4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  5. TERRAIN CONDITION - HIGH VEGETATION
  6. TERRAIN CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1229

5/13/82

BROOKVILLE, OH

A/C Reg. No. N4522E

Time (Lcl) - 1745 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

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

3

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - GRUMMAN AA5

Eng Make/Model - LYCOMING O-360

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2400

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL, LMTD BY FCSTR

Basic Weather - VMC

Wind Dir/Speed- 200/009 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

ON AIRPORT

Airport Data

BROOKVILLE AIRPARK

Runway Ident - 27

Runway Lth/Wid - 2550/ 75

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 283

Last 24 Hrs - 3

Make/Model- 12

Last 30 Days- UNK/NR

Instrument- 4

Last 90 Days- 13

Multi-Eng - 28

Rotorcraft - 164

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF WITH 3 PASSENGERS AND FULL FUEL THE PILOT PULLED THE NOSE UP AND PUSHED THE NOSE BACK DOWN TO BUILD AIRPSEED. THE AIRCRAFT BECAME UNCONTROLLABLE, VEERED TO THE LEFT, NOSED OVER IMPACTING THE GROUND LEFT WING FIRST. THE FIELD ELEVATION IS 1040 FEET MSL AND THE TEMPERATURE WAS 87 DEGREES.

Brief of Accident (Continued)

File No. - 1229

5/13/82

BROOKVILLE, OH

A/C Reg. No. N4522E

Time (Lc1) - 1745 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1211      5/16/82      MIDDLEFIELD, OH      A/C Reg. No. N120R      Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- OLDFIELD BABY LAKES	Eng Make/Model	- CONTINENTAL C-75	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 705	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 75 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- 315/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - CONTACT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GEAUGA COUNTY</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 3509/ 65</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1383</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 10</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 2</td> </tr> </table>	Total - 1383	Last 24 Hrs - 0	Make/Model- 10	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 2
Total - 1383	Last 24 Hrs - 0							
Make/Model- 10	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 2							

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT QUIT DURING TAKEOFF CLIMB. THE PILOT REVERSED COURSE AND THE ENGINE STARTED AGAIN FOR A SHORT PERIOD THEN STOPPED. THE PILOT ATTEMPTED TO LAND ON A TAXIWAY BUT HIT THE RAISED LIP OF THE TAXIWAY. THE RIGHT MAIN LANDING GEAR FAILED. NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT'S ENGINE COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1211

5/16/82

MIDDLEFIELD, OH

A/C Reg. No. N120R

Time (Lc1) - 1515 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - RUNWAY
2. CHECKLIST - 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. - 1262      5/20/82      CINCINNATI, OH      A/C Reg. No. N141B      Time (Lcl) - 0710 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -OTHER  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - BELL 47G-1  
Landing Gear - SKID  
Max Gross Wt - 2650  
No. of Seats - 3

Eng Make/Model - FRANKLIN GVS-335-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 165 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- 210/004 KTS  
Visibility - 3.0 SM  
Cloud Conditions(1st) - 2500 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CINCINNATI, OH  
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

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 52

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - B-47G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6000	Last 24 Hrs	- 4
Make/Model-	1300	Last 30 Days-	UNK/NR
Instrument-	25	Last 90 Days-	31
Multi-Eng -	500	Rotorcraft -	3000

Instrument Rating(s) - NONE

-----Narrative-----

THE FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S" TURNS TO REDUCE AIRSPEED WAS PERFORMED. THE PILOT INTENTIONALLY COLLIDED WITH TREES DURING THE FORCED LANDING TO CUSHION THE FALL. INVESTIGATION REVEALED THE CYCLIC PIVOT BOLT WAS MISSING P/N AN-174-15.

Brief of Accident (Continued)

File No. - 1262

5/20/82

CINCINNATI, OH

A/C Reg. No. N141B

Time (Lc1) - 0710 EDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC BELLCRANK - DISCONNECTED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)  
3. MANEUVER - INTENTIONAL - PILOT IN COMMAND  
-----

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1201

5/31/82

CHESTERLAND, OH

A/C Reg. No. N1631R

Time (Lcl) - 1432 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN AA1B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-O2C  
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- CALM  
Visibility - 4.0 SM  
Cloud Conditions(1st) - 1000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CYAHOSA, OH  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 24

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	- 90	Last 24 Hrs	- UNK/NR
Make/Model-	60	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES DURING LOW FLIGHT MANEUVERING. THE AIRCRAFT THEN COLLIDED WITH TERRAIN AND WAS DESTROYED. THE PILOT AND PASSENGER RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 1201

5/31/82

CHESTERLAND, OH

A/C Reg. No. N1631R

Time (Lc1) - 1432 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. BUZZING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1302      6/01/82      NEW PHILADELPHIA, OH      A/C Reg. No. N2988W      Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED				
Type of Operation	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	NONE	Pass	0	Serious	Minor
Accident Occurred During			0	0	2
					0
					0

-----Aircraft Information-----

Make/Model	- BELL 47G-5A	Eng Make/Model	- LYCOMING VO-435-B1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2930	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP	
Method	CANTON, OH		
Completeness	Destination	Airport Data	
Basic Weather	LOCAL		
Wind Dir/Speed	210/012 KTS	Runway Ident	- UNK/NR
Visibility	- 7.0 SM	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- 2300 FT OVERCAST	Runway Surface	- UNK/NR
Cloud Conditions(2nd)	- 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 - 4322	Last 24 Hrs - 0
	Months Since - 7	Make/Model - 2129	Last 30 Days - 100
HELICOPTER	Aircraft Type - BELL 47	Instrument - 55	Last 90 Days - 233
			Rotorcraft - 4322

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PATROLLING A POWERLINE, THE PILOT HEARD A LOUD NOISE, SIMILAR TO A GUNSHOT, WHICH SEEMED TO COME FROM DIRECTLY BEHIND THE FIREWALL. IMMEDIATELY AFTER THAT, THE HELICOPTER STARTED TO PITCH UP AND ROLL TO THE RIGHT. HE REPORTED THAT THE HELICOPTER REACHED AN ATTITUDE OF ABOUT 60 DEGREES NOSE UP AND 15 DEGREES TO THE RIGHT. HE CLOSED THE THROTTLE AND LOWERED THE COLLECTIVE, THEN ENTERED AN AUTOROTATIVE DESCENT. WITH THE LATERAL CYCLIC CONTROL APPARENTLY NOT AFFECTED, HE WAS ABLE TO STEER CLEAR OF THE POWERLINES, BUT CRASH LANDED IN THE TREES. THE PILOT REPORTED A FAILURE OF A BOLT, PN 20-057-4-15D, IN THE FORE/AFT CYCLIC SYSTEM.

Brief of Accident (Continued)

File No. - 1302

6/01/82

NEW PHILADELPHIA, OH

A/C Reg. No. N2988W

Time (Lcl) - 1215 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - FAILURE, TOTAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  4. MANEUVER - PERFORMED - PILOT IN COMMAND
  5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1304      6/05/82      RAYLAND, OH      A/C Reg. No. N239Q      Time (Lcl) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation -BUSINESS	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	Pass	0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ENSTROM 280	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	PRIVATE AIRSTRIP
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 1.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Cloud Conditions(2nd) - 600 FT OVERCAST	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5780
SE LAND, ME LAND	Months Since - 3	Make/Model- 480
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 798
		Multi-Eng - 1800
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Rotorcraft - 480

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT THREE MINUTES AFTER TAKEOFF, THE ENGINE LOST POWER AND THE HELICOPTER CRASHED IN A WOODED AREA. NO PREIMPACT FAILURES OF THE AIRCRAFT OR ENGINE WERE FOUND.

Brief of Accident (Continued)

File No. - 1304

6/05/82

RAYLAND, OH

A/C Reg. No. N239Q

Time (Lcl) - 1015 EDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. MISCELLANEOUS - UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WEATHER CONDITION - RAIN  
3. WEATHER CONDITION - FOG  
4. OBJECT - TREE(S)  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1260

6/29/82

BLUFFTON, OH

A/C Reg. No. N6997L

Time (Lcl) - 2310 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

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 310K  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-V  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 210/003 KTS  
Visibility - 4.0 SM  
Cloud Conditions(1st) - 4000 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
COLUMBUS, OH  
Destination  
BLUFFTON, OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

BLUFFTON  
Runway Ident - 23  
Runway Lth/Wid - 4130/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 39

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3753	Last 24 Hrs -	1
Make/Model-	240	Last 30 Days-	25	
Instrument-	UNK/NR	Last 90 Days-	62	
Multi-Eng -	241			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE RIGHT GEAR STARTED TO SKID DURING LANDING. THE AIRCRAFT SLID OFF THE RUNWAY INTO A DITCH AND THE RIGHT MAIN LANDING GEAR COLLAPSED. NO PREIMPACT MALFUNCTION OR FAILURE OF THE GEAR ASSEMBLY WAS DETERMINED.

Brief of Accident (Continued)

File No. - 1260

6/29/82

BLUFFTON, OH

A/C Reg. No. N6997L

Time (Lcl) - 2310 EDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
  2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

Occurrence #3            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1256      4/09/82      BARTLESVILLE,OK      A/C Reg. No. N140SF      Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model - JURCA 3/4 SPITFIRE	Eng Make/Model - JAGUAR V-12 360HP	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	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	FRANK PHILLIPS
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 11.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2564
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 159
		Last 90 Days- 30
		Multi-Eng - 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB ON THE FIRST FLIGHT OF THE HOMEBUILT AIRCRAFT, THE ENGINE FAILED. THE AIRCRAFT WAS LANDED OFF THE AIRPORT AND DEMOLISHED. INVESTIGATION REVEALED THE FUEL PUMP DRIVE DESIGNED BY THE BUILDER HAD FAILED.

Brief of Accident (Continued)

File No. - 1256

4/09/82

BARTLESVILLE,OK

A/C Reg. No. N140SF

Time (Lcl) - 1030 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL

Occurrence #2      FORCED LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      HARD LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1269      5/01/82      ERICK,OK      A/C Reg. No. N5186N      Time (Lc1) - 1155 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- BOEING E75	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2717	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Surface
Condition of Light	Type Approach Flown	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 12	Make/Model
	Aircraft Type	- UNK/NR	Instrument
			55
			Last 24 Hrs
			- 2
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PULLING UP FROM THE SWATH RUN AND COLLIDED WITH WIRES. THE AIRCRAFT NOSED OVER DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 1269

5/01/82

ERICK,OK

A/C Reg. No. N5186N

Time (Lcl) - 1155 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1220      5/13/82      ELRENO,OK      A/C Reg. No. N7843      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
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	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	ELRENO
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 2600 -UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- GRAVEL
Condition of Light	- DAYLIGHT	Runway Status
		- WATER COVERED

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 5	Make/Model-
	Aircraft Type	- UNK/NR	Instrument-
			12
			Last 24 Hrs -
			0
			Last 30 Days-
			UNK/NR
			Last 90 Days-
			47

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE PILOT ENCOUNTERED STANDING WATER ON THE RUNWAY. THE AIRCRAFT SWERVED LEFT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1220

5/13/82

ELRENO,OK

A/C Reg. No. N7843

Time (Lc1) - 1430 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WET
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. TERRAIN CONDITION - WET
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN

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) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1221      5/14/82      TULSA,OK      A/C Reg. No. N4608C      Time (Lcl) - 1500 PDT

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-CRUISE					

-----Aircraft Information-----

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	LOS BANOS,CA	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	TULSA,OK	Runway Ident
Wind Dir/Speed	- UNK/NR		- N/A
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	- UNK/NR	Type of Flight Plan	- N/A
Cloud Conditions(2nd)	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Approach Flown	- N/A
Precipitation	- NONE		
Condition of Light	- 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	- 2059
SE LAND	Months Since - 8	Make/Model	- 510
	Aircraft Type - UNK/NR	Instrument	- 18
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 60

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 17,500 FEET THE AIRCRAFT ENCOUNTERED CLEAR AIR TURBULENCE AND WENT INVERTED. DURING RECOVERY THE AIRCRAFT ENTERED A SPIN. RECOVERY WAS MADE AT 16,750 FEET. THE PILOT CONTINUED ON TO TULSA AND LANDED SAFELY. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE IN BUCKLING OF WINGS AND SKIN.

Brief of Accident (Continued)

File No. - 1221

5/14/82

TULSA,OK

A/C Reg. No. N4608C

Time (Lc1) - 1500 PDT

-----  
Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. WING - DISTORTED
4. WING,SKIN - DISTORTED

-----  
----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. - 1225

5/15/82

KNOWLES,OK

A/C Reg. No. N50994

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 150

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1675

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 100 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 - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRSTRIP

Airport Data

C.E. BOND FARM

Runway Ident - UNK/NR

Runway Lth/Wid - 1200/ 25

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 27

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 32

Last 24 Hrs - 1

Months Since - N/A

Make/Model- 12

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT THE STUDENT PILOT ELECTED TO LAND IN A PASTURE NEAR HIS HOME. ON TAKEOFF THE AIRCRAFT COLLIDED WITH A FENCE RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE PILOT RETURNED TO THE PASTURE AND LANDED WITHOUT FURTHER INCIDENT. INVESTIGATION REVEALED THE STUDENT PILOT WAS NOT AUTHORIZED TO LAND AT THIS LOCATION.

Brief of Accident (Continued)

File No. - 1225

5/15/82

KNOWLES,OK

A/C Reg. No. N50994

Time (Lcl) - 1700 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. OBJECT - FENCE
3. PROCEDURES/DIRECTIVES - DISREGARDED - 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. - 1379      5/29/82      EAKLY,OK      A/C Reg. No. N3653F      Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
				0		1
						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	- NO	
Max Gross Wt	- 6900	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
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 225/005 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- NONE	- NONE
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	- NONE

-----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 - 9360	Last 24 Hrs - 8
SE LAND	Months Since - 8	Make/Model - 611	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 30	Last 90 Days - 134
		Multi-Eng - 100	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AS HE PULLED UP FROM A SWATH RUN THE ENGINE STARTED MISSING. HE THEN ELECTED TO ATTEMPT A RETURN TO HIS DEPARTURE AIRSTRIIP. WHILE TURNING TOWARD THE FIELD THE ENGINE STARTED MAKING A LOUD NOISE AND LOST POWER. DURING THE FORCED LANDING THAT FOLLOWED, THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1379

5/29/82

EAKLY,OK

A/C Reg. No. N3653F

Time (Lc1) - 1100 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. MISCELLANEOUS - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1246      6/13/82      RYAN,OK      A/C Reg. No. N679D      Time (Lcl) - 1030 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	1	0
Pass	0	0	3	0

-----Aircraft Information-----

Make/Model - BEECH C-35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2700  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 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- 225 -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  
WICHITA FALLS, TX  
Destination  
RYAN, OK

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 - GRAVEL  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 35

Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 779	Last 24 Hrs - UNK/NR
Make/Model- 779	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 132

Instrument Rating(s) - NONE

-----Narrative-----

ON ARRIVAL AT THE DESTINATION AIRPORT THE PILOT DETERMINED THE GRASS STRIP WAS TOO WET FOR A LANDING. THE PILOT SELECTED A FARM ROAD AND STATED THAT A GUST OF WIND STRUCK THE AIRCRAFT AT ABOUT 10 TO 12 FEET ABOVE THE ROAD. THE AIRCRAFT LANDED HARD AND SWERVED INTO A DITCH.

Brief of Accident (Continued)

File No. - 1246

6/13/82

RYAN,OK

A/C Reg. No. N679D

Time (Lc1) - 1030 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

6. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1308

6/13/82

DUNCAN,OK

A/C Reg. No. N1023B

Time (Lc1) - 1730 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

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2407  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 135/015 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

HALLIBURTON AIRPORT  
Runway Ident - 17  
Runway Lth/Wid - 5000/ 100  
Runway Surface - CONCRETE  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT  
SE LAND

Age - 44

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 - 73	Last 24 Hrs - 1
Make/Model- 69	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS IN WINDS FROM THE SOUTHEAST AT 10 GUSTING 15 KTS. JUST PRIOR TO LANDING, THE AIRCRAFT ENCOUNTERED A GUST OF WIND, THEN TOUCHED DOWN HARD. THE ENGINE FIRE WALL WAS BUCKLED AND TWO TIRES BLEW OUT.

Brief of Accident (Continued)

File No. - 1308

6/13/82

DUNCAN,OK

A/C Reg. No. N1023B

Time (Lc1) - 1730 CDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  4.       IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1258

6/16/82

TULSA,OK

A/C Reg. No. N49482

Time (Lcl) - 2255 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

1

0

Accident Occurred During -LANDING

-----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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Cloud Conditions(1st) - 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

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER - CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 101

Last 24 Hrs - 0

Make/Model- 87

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER DURING CLIMB AT 1300 FEET. THE ENGINE WOULD NOT RESTART. THE PILOT MADE A FORCED LANDING IN THE ARKANSAS RIVER. NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT'S ENGINE COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1258

6/16/82

TULSA,OK

A/C Reg. No. N49482

Time (Lcl) - 2255 CDT

-----  
Occurrence #1 LOSS OF POWER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)  
1. MISCELLANEOUS - UNDETERMINED  
-----

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. LIGHT CONDITION - NIGHT  
-----

Occurrence #3 NOSE DOWN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. TERRAIN CONDITION - WATER, GLASSY  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1311

6/16/82

PICHER,OK

A/C Reg. No. N450LR

Time (Lcl) - 1830 CDT

-----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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BOEING 75A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2717

No. of Seats - 1

Eng Make/Model - P&W R-985-14B

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- CALM

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MIAMI,OK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flow - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 59

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 530

Make/Model- 121

Instrument- 0

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 19

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT HAD JUST COMPLETED SPRAYING A FIELD AND WAS CLIMBING TO RETURN TO HIS HOME AIRSTRIP WHEN THE ENGINE FAILED. HE LANDED IN A NEARBY PASTURE BUT WAS UNABLE TO STOP ON THE WET TERRAIN BEFORE HITTING A LOW FENCE. THE MAIN GEAR CAUGHT ON THE FENCE AND THE PLANE NOSED OVER. A TEARDOWN OF THE ENGINE REVEALED THAT THE THREE BLOWER BEARINGS, PN 12768, HAD FAILED. SUBSEQUENTLY, THE FLOATING GEAR AND IDLE GEARS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1311

6/16/82

PICHER,OK

A/C Reg. No. N450LR

Time (Lc1) - 1830 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CLIMB

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - WET
3. OBJECT - 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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1381

5/31/82

YAMHILL,OR

A/C Reg. No. N7525K

Time (Lc1) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
Pass	Pass	1	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

ON GROUND

-----Aircraft Information-----

Make/Model - PIPER PA-18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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- 280/006 KTS  
Visibility - 50.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
YAMHILL,OR  
Destination  
OREGON COAST,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

FLYING "M" RANCH  
Runway Ident - 09  
Runway Lth/Wid - 1800 -UNK/NR  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2082	Last 24 Hrs	- 1
Make/Model-	308	Last 30 Days-	UNK/NR
Instrument-	70	Last 90 Days-	13
Multi-Eng -	1051	Rotorcraft -	60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF RUNWAY 8 AND COLLIDED WITH A SPLIT RAIL FENCE. THE AIRCRAFT THEN CROSSED A GRAVEL ROAD AND STRUCK A WIRE CATTLE FENCE CATCHING ON FIRE WITHIN SECONDS AFTER COMING TO A STOP. THE WINDS WERE OUT OF THE WEST-NORTHWEST AT 6 KNOTS GUSTING TO 15. THE AIRSTRIP LIES IN A MOUNTAINOUS VALLEY WITH MOUNTAINS ON THREE SIDES. DUE TO THE TERRAIN, MOST PILOTS FOLLOW AN UNOFFICIAL BUT ESTABLISHED PROCEDURE OF LANDING TO THE WEST AND DEPARTING TO THE EAST REGARDLESS OF THE WIND FACTOR.

Brief of Accident (Continued)

File No. - 1381

5/31/82

YAMHILL,OR

A/C Reg. No. N7525K

Time (Lc1) - 1730 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1336      6/13/82      INDEPENDENCE,OR      A/C Reg. No. N9528S      Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	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	INDEPENDENCE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	INDEPENDENCE STATE
Wind Dir/Speed- VARIABLE/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Cloud Conditions(1st) - 3000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1439
SE LAND,ME LAND	Months Since - 11	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- 152
		Multi-Eng - 38
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 158

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING A FULL STALL LANDING, THE AIRCRAFT VEERED TO THE LEFT AT THE MOMENT OF TOUCHDOWN. FULL POWER WAS APPLIED FOR A GO-AROUND, BUT REPORTEDLY, THE PILOT WAS UNABLE TO TURN THE AIRCRAFT BACK TO THE RIGHT TOWARD THE RUNWAY. AFTER LIFT-OFF, THE PROXIMITY OF HOUSES PREVENTED A TURN. THE PILOT PULLED UP TO CLEAR THE HOUSE IMMEDIATELY AHEAD. AFTER CLEARING THE HOUSE, THE AIRCRAFT MUSHED AND HIT A GARAGE/HANGER. ALMOST SIMULTANEOUSLY, IT HIT THE GROUND. AFTER COMING TO REST IN THE BACK YARD OF THE HOME, IT BEGAN TO BURN. BOTH OCCUPANTS EGRESSSED WITH MINOR INJURIES. AN INVESTIGATION REVEALED THE RIGHT RUDDER TAIL WHEEL SPRING HAD FAILED. THIS ALLOWED THE LEFT SPRING TO RECOIL AND PULL THE TAIL WHEEL TO THE LEFT. A CESSNA, N21230, WAS PARKED IN THE GARAGE/HANGAR, ITS WING TIP WAS DAMAGED FROM THE IMPACT. THE PILOT STATED THAT DURING THE PREVIOUS TAKEOFF, THE PLANE SWERVED SLIGHTLY JUST BEFORE LIFT-OFF.

Brief of Accident (Continued)

File No. - 1336

6/13/82

INDEPENDENCE, OR

A/C Reg. No. N9528S

Time (Lcl) - 1600 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

3. GO-AROUND - PERFORMED - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1280      7/14/82      OXBOW,OR      A/C Reg. No. N8230U      Time (Lcl) - 2049 PDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	3	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - FRANKLIN GAS-350-A	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2499	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEAR IMNAHA,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OXBOW,OR	
Wind Dir/Speed- 340/013 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - 7000 FT BROKEN	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 1490
SE LAND,SE SEA	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FINAL APPROACH THE AIRCRAFT WAS OBSERVED TO DESCEND TO APPROXIMATELY 50 FEET ABOVE THE RIVER AND THEN EXECUTE A PULLUP AND BEGIN A LEFT TURN TO EITHER REENTER A LEFT DOWNWIND OR REVERSE THE DIRECTION OF LANDING. THE PILOT LOST CONTROL, THE LEFT WING DROPPED, THE NOSE PITCHED DOWN AND THE AIRCRAFT IMPACTED THE GROUND AT THE RIVER'S EDGE. INVESTIGATION REVEALED THE AIRCRAFT WAS APPROXIMATELY 236 POUNDS OVER MAXIMUM GROSS TAKEOFF WEIGHT. NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT'S ENGINE COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1280

7/14/82

OXBOW,OR

A/C Reg. No. N8230U

Time (Lc1) - 2049 PDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  2. VMC - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1334      2/03/82      PHILADELPHIA, PA      A/C Reg. No. N1814U      Time (Lcl) - 1102 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0	11
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	0	0	143
Accident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- MCDONNELL-DOUGLAS DC-10-10	Eng Make/Model	- GE CF6-6D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES	
Max Gross Wt	- 410000	Engine Type	- TURBOFAN	Weather Radar	- YES	
No. of Seats	- 254	Rated Power	- 40000 LBS THRUST			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOS ANGELES, CA	PHILADELPHIA INTL
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - 09L
Visibility - .375 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9500/ 150
Cloud Conditions(1st) - 200 FT INDEFINITE	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24000
ME LAND	Months Since - 6	Make/Model- 900
	Aircraft Type - DC-10	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 62
		Last 90 Days- 162
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREWS OF A UNITED DC-10 (FLT 99 HEAVY) AND TWO U.S. AIR DC-9'S (FLT 25 AND FLT 199) TAXIED FOR TAKEOFF AT ABOUT THE SAME TIME. DUE TO DELAYS, THE NO. 2 ENGINE OF FLT 199 WAS SHUT DOWN IN ACCORDANCE WITH APPLICABLE FUEL CONSERVATION PROCEDURES. AFTER FLT 99 WAS CLEARED FOR TAKEOFF, THE AIRCREW OF FLT 199 STARTED THEIR ENGINE, BUT IT TORCHED AND EMITTED FLAMES FROM THE TAIL CONE. THE CAPTAIN OF FLT 25 SAW THE FLAMES AND TRANSMITTED ON TOWER FREQUENCY, "99, YOU'RE RIGHT ENGINE'S ON FIRE." AT ABOUT THAT TIME, UNITED FLT 99 HEAVY WAS LIFTING OFF. THINKING HE HAD AN ENGINE FIRE, THE CAPTAIN OF UNITED FLT 99 HEAVY ABORTED ABOVE V1/VR RATHER THAN CONTINUING INTO A LOW CEILING WITH FOG AND RAIN. THE CAPTAIN THOUGHT HE COULD STOP ON THE HARD SURFACE, BUT WAS UNABLE. THE PLANE CAME TO REST ON MUDDY TERRAIN. ONE PASSENGER WAS INJURED DURING EVACUATION. DURING THIS SEQUENCE, THE TOWER CONTROLLER WAS UNABLE TO SEE THE RUNWAY DUE TO THE LOW VISIBILITY (3/8 MI).

Brief of Accident (Continued)

File No. - 1334

2/03/82

PHILADELPHIA, PA

A/C Reg. No. N1814U

Time (Lcl) - 1102 EST

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. SAFETY ADVISORY - IMPROPER - PILOT OF OTHER AIRCRAFT
2. COMMUNICATIONS/INFORMATION/ATC - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT POSSIBLE - ATC PSNL(LCL/GND/CLNC)
5. WEATHER CONDITION - LOW CEILING
6. ABORT ABOVE V1 - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - RAIN
8. AIRPORT FACILITIES, RUNWAY/LANDING AREA 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1240      5/31/82      BRIDGEVILLE, PA      A/C Reg. No. N6159P      Time (Lcl) - 1610 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	WASHINGTON, PA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	CUDDY, PA	CAMPBELL
Wind Dir/Speed	- 270/080 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 31
Cloud Conditions(1st)	- 5000 FT SCATTERED	Type of Clearance	- 5000/ 70
Cloud Conditions(2nd)	- 10000 FT BROKEN	Type Approach Flown	- ASPHALT
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
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 - 901	Last 24 Hrs - 3
SE LAND	Months Since - UNK/NR	Make/Model - 591	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED THE AIRCRAFT WHEELS UP. THE PILOT STATED THE SUN WAS IN HIS EYES WHICH PREVENTED HIM FROM SEEING THE GEAR LIGHTS. HE ALSO STATED THE WARNING HORN DID NOT SOUND. EXAMINATION REVEALED NO ABNORMALITIES IN THE GEAR SYSTEM OPERATION.

Brief of Accident (Continued)

File No. - 1240

5/31/82

BRIDGEVILLE, PA

A/C Reg. No. N6159P

Time (Lc1) - 1610 EDT

-----  
Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - 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. - 1292

6/12/82

SCHELLSBURG, PA

A/C Reg. No. N5017E

Time (Lcl) - 1200 EDT

-----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	-CLIMB				

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -CLIMB

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC

Wind Dir/Speed- 150/009 KTS  
Visibility - 3.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SUBURBAN, MD  
Destination  
NEW PHILADELPHIA, OH

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 - 39  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 756  
Make/Model- 45  
Instrument- 197  
Multi-Eng - 525  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 43

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A CROSS-COUNTRY FLIGHT THE PILOT ENCOUNTERED LOWERING CEILINGS AND RAIN. THE PILOT DESCENDED TO 2200 FEET; HOWEVER, THE WEATHER CONTINUED TO DETERIORATE AND THE PILOT ELECTED TO CLIMB. THE AIRCRAFT COLLIDED WITH TREES AND WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1292

6/12/82

SCHELLSBURG, PA

A/C Reg. No. N5017E

Time (Lc1) - 1200 EDT

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. OBJECT - TREE(S)
2. VFR FLIGHT INTO IMC - NOT CORRECTED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

7. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1242      6/26/82      PEACH BOTTOM, PA      A/C Reg. No. N9451E      Time (Lc1) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING		Other 2	1	4	0

-----Aircraft Information-----

Make/Model - AERONCA 11AC	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - 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	OFF AIRPORT/STRIP
Method - N/A	CONOWINGO, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 313
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 313
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED THE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF WITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE PASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT WERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE PILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. NO AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL BEFORE TAKEOFF. THE PLANE HAD FLOWN ABOUT 3.5 HRS BEFORE CRASHING. DUE TO IMPACT DAMAGE AND BEING SUBMERGED IN WATER, THE AMOUNT OF FUEL ON BOARD AT IMPACT WAS NOT DETERMINED. THE PILOT'S BLOOD/ALCOHOL LEVEL WAS REPORTED AS .14%.

Brief of Accident (Continued)

File No. - 1242

6/26/82

PEACH BOTTOM, PA

A/C Reg. No. N9451E

Time (Lcl) - 1945 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
5. BUZZING - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - VEHICLE
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1385

7/01/82

AMBLER, PA

A/C Reg. No. N75286

Time (Lcl) - 1345 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

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-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SALISBURY, MD

Destination

AMBLER, PA

Airport Proximity

ON AIRPORT

Airport Data

TURNER FIELD

Runway Ident - 32

Runway Lth/Wid - 2150/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 35

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 39 Last 24 Hrs - 5

Make/Model- 39 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT DURING THE LANDING APPROACH, SHE EXPERIENCED WINDSHEAR RESULTING IN THE AIRCRAFT LANDING SHORT OF THE INTENDED TOUCHDOWN POINT. THE NOSE GEAR AND THE LEFT MAIN GEAR WERE SHEARED OFF AFTER THE AIRCRAFT COLLIDED WITH A DIRT EMBANKMENT.

Brief of Accident (Continued)

File No. - 1385

7/01/82

AMBLER, PA

A/C Reg. No. N75286

Time (Lc1) - 1345 EDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2           GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
  5. LANDING GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1384

7/01/82

SIDMAN, PA

A/C Reg. No. N735TR

Time (Lc1) - 1955 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182Q

Eng Make/Model - CONTINENTAL O-470U

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1800

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats - 4

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

LEBANON, PA

Destination

JONSTOWN, PA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CAMBRIA CO.

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 478

Make/Model- 470

Instrument- 48

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPROXIMATELY 10 MILES OUT OF JOHNSTOWN, PA WHILE DESCENDING THROUGH 5000 FT, THE PILOT REALIZED HE WAS RUNNING OUT OF FUEL. AT ABOUT 4000 FT THE PILOT SPOTTED A FIELD AND AN APPROACH TO LANDING WAS INITIATED. DURING THE LANDING ROLL THE FRONT WHEEL SNAPPED AND THE AIRCRAFT SKIDDED TO A STOP.

Brief of Accident (Continued)

File No. - 1384

7/01/82

SIDMAN,PA

A/C Reg. No. N735TR

Time (Lc1) - 1955 EDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1327

6/20/82

JAMESTOWN, RI

A/C Reg. No. N20303

Time (Lcl) - 1400 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	2

Type of Operation -AERIAL MAPPING/PHOTOGRAPHY

Flight Conducted Under -14 CFR 91

Accident Occurred During -HOVER

Fire  
NONE

-----Aircraft Information-----

Make/Model - BELL 206B

Landing Gear - SKID

Max Gross Wt - 3000

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 420 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- 270/030 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEWPORT, RI

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - B-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3870 Last 24 Hrs - 0

Make/Model- 350 Last 30 Days- UNK/NR

Instrument- 680 Last 90 Days- 35

Multi-Eng - 1400 Rotorcraft - 400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO PHOTOGRAPH SHIPS. ACCORDING TO THE PILOT, IT BEGAN TO SPIN WHILE HE WAS IN A LOW LEVEL HOVER OVER THE WATER. SUBSEQUENTLY, THE HELICOPTER STRUCK THE WATER, ROLLED OVER, THEN SANK IN ABOUT 104 FT OF WATER AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1327

6/20/82

JAMESTOWN,RI

A/C Reg. No. N20303

Time (Lcl) - 1400 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2.    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) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1305

6/06/82

PHILIP,SD

A/C Reg. No. N86993

Time (Lcl) - 1030 MDT

-----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

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2150  
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 225/045 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 2000 FT BROKEN  
Cloud Conditions(2nd) - 7000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PHILIP,SD  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
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)  
COMMERCIAL  
SE LAND,ME LAND

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - B-8GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2840  
Make/Model- 1020  
Instrument- UNK/NR  
Multi-Eng - 40  
Last 24 Hrs - 12  
Last 30 Days- UNK/NR  
Last 90 Days- 184

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FLEW TO AN OPEN FIELD WHERE HE LANDED TO WORK ON A TRUCK. WHILE HE WAS WORKING ON THE TRUCK, THE WIND INCREASED TO THE POINT THAT HE WAS AFRAID TO LEAVE THE AIRCRAFT ON THE GROUND. WHEN HE GOT IN THE PLANE, THE WIND PREVENTED HIM FROM TURNING AND TAXIING TO A PROPER TAKEOFF POSITION. HE SAID HE ATTEMPTED TO TAKEOFF FROM A DIRT ROAD, GOING FROM EAST TO WEST. HE ESTIMATED THAT THE WINDS WERE FROM THE SOUTHWEST AT 45 KTS. THE PILOT SAID THAT DURING THE TAKEOFF, THE WIND CAUGHT THE PLANE, AND SUBSEQUENTLY, IT GROUND LOOPED. THE LEFT GEAR FAILED AND THERE WAS SOME DAMAGE TO THE AIRFRAME AND FABRIC.

Brief of Accident (Continued)

File No. - 1305

6/06/82

PHILIP,SD

A/C Reg. No. N86993

Time (Lc1) - 1030 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - HIGH WIND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1359

3/14/82

MCALLEN, TX

A/C Reg. No. N9846Z

Time (Lcl) - 2019 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-OTHER				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-APPROACH				

Type of Operation -OTHER  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
ON GROUND

Crew  
Pass

1  
0

0  
0

0  
0

0  
0

-----Aircraft Information-----

Make/Model - BEECH C-45H

Eng Make/Model - P & W R-985-14B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL FIXED-MAINS RETRACT

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 8750

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

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- 130/009 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

VERACRUZ, MX

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR FLT FOLLOWING

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

MILLER INTERNATIONAL

Runway Ident - 13

Runway Lth/Wid - 7103/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - DC-9

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7992

Make/Model- 614

Instrument- 138

Multi-Eng - 850

Last 24 Hrs - 1

Last 30 Days- 6

Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 18 MINUTES AFTER TAKEOFF, THE PILOT RADIOED THAT THE NO. 2 ENGINE HAD LOST POWER AND THAT HE WAS RETURNING TO LAND AT MCALLEN, TX. WHILE APPROACHING TO LAND, THE AIRCRAFT CRASHED IN AN OPEN FIELD ABOUT 400 YARDS SHORT OF THE RUNWAY AND 115 FEET RIGHT OF THE APPROACH LIGHTS. DURING IMPACT, THE AIRCRAFT WAS IN AN INVERTED ATTITUDE, IN ABOUT A 150 DEGREE RIGHT ROLL AND 15 DEGREES NOSE DOWN. AFTER IMPACT, AN INTENSE FIRE ERUPTED. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE EXCEPT THAT THE RIGHT PROPELLER BLADES WERE SET AT 65 DEGREES. THE ANGLE OF THE BLADES SHOULD HAVE BEEN 86 DEGREES WHEN IN THE FULL FEATHERED POSITION. THE AIRCRAFT WAS ESTIMATED TO BE 753 LBS OVER ITS MAXIMUM GROSS WEIGHT LIMIT AT THE TIME OF THE ACCIDENT. WITH THE GEAR DOWN AND FLAPS UP, THE VMC WAS CALCULATED TO BE 92 MPH WITH THE PROPELLER WINDMILLING AND 87 MPH WITH THE PROPELLER FEATHERED.

Brief of Accident (Continued)

File No. - 1359

3/14/82

MCALLEN, TX

A/C Reg. No. N9846Z

Time (Lc1) - 2019 CST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND  
3. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - UNDETERMINED  
4. VMC - NOT MAINTAINED - PILOT IN COMMAND  
5. AIRPLANE HANDLING - NOT POSSIBLE - 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

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. - 1344

3/27/82

PAMPA, TX

A/C Reg. No. N6220C

Time (Lcl) - 1505 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

-----Aircraft Information-----

Make/Model - CESSNA T210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY FCSTR  
Basic Weather - IMC  
Wind Dir/Speed- 130/014 KTS  
Visibility - 75.0 SM  
Cloud Conditions(1st) - 200 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GALVESTON, TX  
Destination  
PAMPA, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 20

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	- 302	Last 24 Hrs	- 2
Make/Model	- 27	Last 30 Days	- 0
Instrument	- 55	Last 90 Days	- 54
Multi-Eng	- 24		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PILOT ENCOUNTERED ICING CONDITIONS AS HE GOT NEAR HIS DESTINATION AND WAS UNABLE TO MAINTAIN ALTITUDE. SUBSEQUENTLY, HE MADE AN OFF AIRPORT LANDING AND THE PLANE WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1344

3/27/82

PAMPA, TX

A/C Reg. No. N6220C

Time (Lc1) - 1505 CDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WING - ICE
  4. PROPER ALTITUDE - NOT POSSIBLE - 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

-----

----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. - 1255      4/27/82      LAKE DALLAS, TX      A/C Reg. No. N42050      Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-23-250T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-C4B5  
Number Engines      - 2  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 250 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- 310/005 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  
DALLAS, TX  
Destination  
LAKE DALLAS, TX

Airport Proximity  
ON AIRPORT

Airport Data

LAKEVIEW  
Runway Ident      - 35  
Runway Lth/Wid      - 2800/ 30  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3685	Last 24 Hrs	- 1
Make/Model	- 130	Last 30 Days	- UNK/NR
Instrument	- 115	Last 90 Days	- 25
Multi-Eng	- 825		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE LANDING GEAR INDICATED DOWN AND LOCKED AND THE TOUCHDOWN WAS NORMAL. DURING THE LANDING ROLL THE GEAR RETRACTED. DURING THE SLIDE DOWN THE RUNWAY THE LEFT ENGINE CAUGHT ON FIRE CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. EXAMINATION BY A MECHANIC FOUND NO ABNORMALITIES WITH THE LANDING GEAR EXTENSION OR RETRACTION MECHANISM.

Brief of Accident (Continued)

File No. - 1255

4/27/82

LAKE DALLAS, TX

A/C Reg. No. N42050

Time (Lc1) - 0930 CST

---

Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNDETERMINED
  2. CHECKLIST - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1263      5/01/82      RACHAL, TX      A/C Reg. No. N4955F      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -OTHER  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -UNKNOWN

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA TU-206A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3616  
No. of Seats - 2

Eng Make/Model - CONTINENTAL TS10-520-C  
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 - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

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)  
UNK/NR

Age - UNK/NR  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WRECKAGE WAS FOUND BY A RANCHER ON MAY 1, 1982. THE DATE OF ACCIDENT AND CIRCUMSTANCES COULD NOT BE DETERMINED. THE ACCIDENT REPORTING FORMS SENT TO THE REGISTERED OWNER WERE RETURNED UNDELIVERED. DEA FOUND 340 LB. OF MARIJUANA ON BOARD THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1263

5/01/82

RACHAL, TX

A/C Reg. No. N4955F

Time (Lc1) - UNK/NR

-----  
Occurrence MISCELLANEOUS/OTHER  
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED - IMPROPER USE OF - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1267      5/02/82      MIDLAND, TX

A/C Reg. No. N70TT

Time (Lc1) - 1140 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

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model      - PIPER PA-31-350  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6540  
No. of Seats      - 8

Eng Make/Model      - LYCOMING TIO-540-J2BD  
Number Engines      - 2  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 350 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed-      150/006 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - 1100 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
FT. WORTH, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MIDLAND AIRPARK  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - RADAR ADVISORIES  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6592      Last 24 Hrs - 0  
Make/Model-      120      Last 30 Days- UNK/NR  
Instrument-      610      Last 90 Days- 110  
Multi-Eng - 1420

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BUSINESS FLIGHT THE AIRCRAFT'S ENGINES QUIT. THE PILOT ATTEMPTED A GEAR-UP EMERGENCY LANDING IN A RESIDENTIAL AREA. THE AIRCRAFT IMPACTED ONE PICKUP AND TWO CARS DURING THE LANDING. INVESTIGATION REVEALED THE AIRCRAFT HAD BEEN MISTAKENLY FUELED WITH JET "A" FUEL.

Brief of Accident (Continued)

File No. - 1267

5/02/82

MIDLAND, TX

A/C Reg. No. N70TT

Time (Lcl) - 1140 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - IMPROPER

2. SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL

Occurrence #2      FORCED LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1284      5/03/82      MARFA, TX      A/C Reg. No. N7615Z      Time (Lcl) - 0900 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

Type of Operation - INSTRUCTIONAL - DUAL

Fire

Crew

0

0

0

2

Flight Conducted Under - 14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER PA-18-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 135/005 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  
ALPINE, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

ESCONDIDO RANCH  
Runway Ident - 17  
Runway Lth/Wid - 1500 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 60

Biennial Flight Review

Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15610	Last 24 Hrs -	3
Make/Model-	4100	Last 30 Days-	UNK/NR
Instrument-	630	Last 90 Days-	164
Multi-Eng -	320		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL FOR A DUAL INSTRUCTIONAL FLIGHT THE AIRCRAFT BEGAN TO VEER TO THE LEFT. THE INSTRUCTOR WAS ABLE TO OVERPOWER THE STUDENT ON THE RUDDER PEDALS BUT NOT THE AFT STICK PRESSURE. THE AIRCRAFT LIFTED OFF THEN SETTLED BACK TO THE RUNWAY IN A THREE-POINT ATTITUDE AND COLLIDED WITH A FENCE. THE STUDENT PILOT STATED HE DID NOT HEAR THE INSTRUCTOR'S DIRECTION TO LOWER THE NOSE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1284

5/03/82

MARFA, TX

A/C Reg. No. N7615Z

Time (Lc1) - 0900 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. RUDDER - IMPROPER USE OF - DUAL STUDENT
2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

3. ELEVATOR - IMPROPER USE OF - DUAL STUDENT
4. STALL/MUSH - NOT CORRECTED - DUAL STUDENT
5. THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. 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

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. - 1357      5/03/82      LUBBOCK, TX      A/C Reg. No. N7350Z      Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation - TEST  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

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-G1A5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 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- 225/005 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRSTRIP

Airport Data  
PRIVATE

Runway Ident - 27  
Runway Lth/Wid - 2600 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 45

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2975	Last 24 Hrs - 0
Make/Model- 1000	Last 30 Days- UNK/NR
Instrument- 12	Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE FLIGHT, THE AIRCRAFT HAD BEEN SERVICED IN PREPARATION FOR THE BEGINNING OF THE SPRAYING SEASON. AS PART OF THE SERVICING, THE OPERATOR/PILOT ADDED HYDRAULIC FLUID TO THE LEFT BRAKE. HOWEVER, HE DID NOT PURGE THE SYSTEM OF AIR AFTER ADDING THE FLUID. WHILE LANDING AFTER A SHORT TEST FLIGHT, THE AIRCRAFT VEERED RIGHT, WENT INTO A SOFT FIELD, AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1357

5/03/82

LUBBOCK, TX

A/C Reg. No. N7350Z

Time (Lc1) - 1015 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
  2. SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1283      5/04/82      HOUSTON, TX      A/C Reg. No. N6746K      Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious
Accident Occurred During	-LANDING			0	Minor
				0	None
				0	1
				0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P&W PT6A-34AG	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2000	Engine Type	- TURBOPROP	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 750 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- UNK/NR
Wind Dir/Speed	- 120/009 KTS	Runway Lth/Wid	- UNK/NR
Visibility	- UNK/NR	Runway Surface	- GRASS/TURF
Cloud Conditions(1st)	- NONE	Runway Status	- WET
Cloud Conditions(2nd)	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 12100
SE LAND, ME LAND	Months Since - 17	Make/Model	- 12000
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE ENGINE LOST POWER AND THE AIRCRAFT WAS LANDED IN A PLOWED FIELD. DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER. AN ENGINE TEARDOWN REVEALED WATER AND CONTAMINATION OF THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1283

5/04/82

HOUSTON, TX

A/C Reg. No. N6746K

Time (Lcl) - 1730 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, WATER - FUEL
  2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
  4. LOAD JETTISON - PERFORMED - 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) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1282      5/04/82      LUBBOCK, TX      A/C Reg. No. N73795      Time (Lcl) - 1810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320H	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-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- 180/026 KTS</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN SHOWER</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point AMARILLO, TX</p> <p>Destination LUBBOCK, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - UNK/NR</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LUBBOCK MUNICIPAL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 11500 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2059</p> <p>Make/Model- 289</p> <p>Instrument- 160</p> <p>Multi-Eng - 15</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 42</p>
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI A STRONG GUST OF WIND LIFTED THE TAIL OF THE AIRCRAFT AND FLIPPED IT ON ITS BACK. THUNDERSTORMS WERE IN THE AREA WITH PEAK GUSTS TO 53 KNOTS.

Brief of Accident (Continued)

File No. - 1282

5/04/82

LUBBOCK, TX

A/C Reg. No. N73795

Time (Lcl) - 1810 CDT

---

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND

---

----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. - 1234      5/09/82      COAHAMA, TX      A/C Reg. No. N757RS      Time (Lcl) - 1220 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries			
	SUBSTANTIAL		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						

-----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	OFF AIRPORT/STRIP
Method - N/A	FORT WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BIG SPRING, TX	BIG SPRING
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - VFR FLT FOLLOWING	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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 135
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 135
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A CROSS COUNTRY FLIGHT FOR HIS COMMERCIAL PILOT'S LICENSE. HE BECAME LOST, LANDED IN A PLOWED OPEN FIELD AND THE AIRCRAFT NOSED OVER. THERE WAS NO EVIDENCE OF PROPELLER ROTATION OR FUEL AT THE SCENE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1234

5/09/82

COAHAMA, TX

A/C Reg. No. N757RS

Time (Lc1) - 1220 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. TERRAIN CONDITION - OPEN FIELD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1224      5/15/82      SEBASTIAN, TX      A/C Reg. No. N176N      Time (Lcl) - 1010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During      -LANDING						

-----Aircraft Information-----

Make/Model      - NASH CASSUTT RACER 111M	Eng Make/Model - CONTINENTAL C90	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt      - 730	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats      - 1	Rated Power      - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	HARLINGEN, TX	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident      - UNK/NR
Visibility      - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status      - WET
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 1800
SE LAND, ME LAND	Months Since - 1	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 480
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE ENGINE MISFIRED THEN QUIT AND WOULD NOT RESTART. THE PILOT MADE A FORCED LANDING IN A GRAIN FIELD AND THE AIRCRAFT NOSED OVER. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1224

5/15/82

SEBASTIAN, TX

A/C Reg. No. N176N

Time (Lcl) - 1010 CDT

-----  
Occurrence #1       LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - INOPERATIVE
  2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
- 

Occurrence #2       FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3       NOSE OVER  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1209      5/16/82      FABENS, TX      A/C Reg. No. N55971      Time (Lcl) - 0705 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BOEING A75N1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2717  
No. of Seats      - 2

Eng Make/Model      - P&W R-985-AN1  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 450 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - NO  
Weather Radar      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 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  
EL PASO, TX  
Destination  
FABENS, TX

Airport Proximity  
ON AIRPORT

Airport Data

FABENS  
Runway Ident      - 26  
Runway Lth/Wid      - 3760/      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, ME LAND

Age      - 58  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 896  
Last 24 Hrs      - 1  
Make/Model-      150  
Last 30 Days-      UNK/NR  
Instrument-      0  
Last 90 Days-      12  
Multi-Eng      - 65

Instrument Rating(s)      - NONE

-----Narrative-----

FOLLOWING A LEFT TURN ON LANDING ROLL THE PILOT APPLIED THE BRAKES TO CORRECT FOR RIGHT DRIFT. THE BRAKING ACTION RESULTED IN THE AIRCRAFT NOSE OVER. INVESTIGATION REVEALED NO MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1209

5/16/82

FABENS, TX

A/C Reg. No. N55971

Time (Lcl) - 0705 MDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  2. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND
  3. 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) 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. - 1210      5/16/82      HOUSTON, TX

A/C Reg. No. N734NR

Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model      - CESSNA 172N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-H  
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- 160/015 KTS

Visibility      - 5.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

LAKE SIDE

Runway Ident      - 15

Runway Lth/Wid      - 4000/ 75

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current      - YES

Months Since      - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 85

Make/Model- 22

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING ROLL THE AIRCRAFT BEGAN TO SWERVE TO THE RIGHT. THE PILOT ATTEMPTED TO CORRECT BY APPLYING POWER, LEFT RUDDER AND BRAKE AND THE AIRCRAFT BEGAN TO SWERVE TO THE LEFT. THE AIRCRAFT DEPARTED THE RUNWAY, ACROSS A TAXIWAY AND INTO A ROW OF PARKED AIRCRAFT. INVESTIGATION REVEALED THE LEFT BRAKE PAD WAS MISSING.

Brief of Accident (Continued)

File No. - 1210

5/16/82

HOUSTON, TX

A/C Reg. No. N734NR

Time (Lcl) - 1615 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
  2. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1208      5/19/82      SOUTHLAKE, TX      A/C Reg. No. N7477B      Time (Lcl) - 1845 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	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CHAMPION 7EC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1450  
No. of Seats - 3

Eng Make/Model - CONTINENTAL C-90-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility - UNK/NR  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- UNK/NR  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3320  
Make/Model- 170  
Instrument- 130  
Multi-Eng - 515  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE PRIVATE PILOT SITTING IN THE FRONT SEAT, THOUGHT THE COWLING WAS LOOSE. THE PILOT INFORMED THE OWNER AND COMMERCIAL PILOT IN THE REAR SEAT WHO TOOK CONTROL AND DECIDED TO RETURN TO THE AIRPORT. THE PILOT LANDED SHORT OF THE RUNWAY AND THE MAIN LANDING GEAR COLLAPSED. INVESTIGATION REVEALED THE SUSPECTED LOOSE COWLING WAS A PIECE OF RUBBER IN THE AIR INTAKE TO KEEP OUT BIRDS.

Brief of Accident (Continued)

File No. - 1208

5/19/82

SOUTHLAKE, TX

A/C Reg. No. N7477B

Time (Lc1) - 1845 CDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. EQUIPMENT, OTHER - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 UNDERSHOOT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Occurrence #3 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND

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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1383

5/21/82

SAN ANGELO, TX

A/C Reg. No. N2349S

Time (Lc1) - 2242 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA T337B

Eng Make/Model - CONTINENTAL IO-360

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 4300

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 6

Rated Power - 210 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/007 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 2400 FT BROKEN

Cloud Conditions(2nd) - 12000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

AUSTIN, TX

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 18

Runway Lth/Wid - 6970/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1808

Last 24 Hrs - UNK/NR

Make/Model- 1256

Last 30 Days- UNK/NR

Instrument- 207

Last 90 Days- UNK/NR

Multi-Eng - 1277

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPRX 2015 CDT, THE PLT CALLED THE SAN ANGELO TOWER AND EXPRESSED CONCERN THAT HIS ACFT MIGHT BE DAMAGED BY HAIL FROM THE WX THAT WAS BLDG IN THE AREA, TOWER PSNL RELAYED AVAILABLE WX INFO & PROVIDED PHONE NUMBERS FOR THE WX BUREAU & A LOCAL FSS. A TORNADO WATCH WAS IN EFFECT FOR NORTHWEST PORTIONS OF THE CONCHO VALLEY, ALSO, THERE WAS A SVR THUNDERSTORM WARNING FOR COKE COUNTY UNTIL 2300 CDT. AT ABOUT THE TIME THE PLT ARRIVED AT THE ARPT, TSTMS WERE BLDG TO THE NORTH. WITNESSES REPORTED THAT THE PLT HURRIEDLY STARTED THE ACFT, TAXIED & TKOF, THEN DEPARTED TO THE EAST. AN AIRLINE AIRCREW ONSVD HVY TSTMS, PRECIPITATION & LIGHTNING EAST OF THE ARPT. A WITNESS EAST OF THE ARPT OBSVD THE ACFT BOUNCING IN TURBL AS IT WENT OVR HIS HOME. HE STATED THAT THE ACFT WAS HEADED TWD WX THAT HAD JUST PASSED. ANOTHER WITNESS SAW THE AIRCRAFT TURN BACK TWD THE ARPT, THEN DESCEND UNTIL IT DISAPPEARED BHND TREES. THE ACFT CRASHED AT NGT IN A LEVEL, WOODED AREA.

Brief of Accident (Continued)

File No. - 1383

5/21/82

SAN ANGELO, TX

A/C Reg. No. N2349S

Time (Lcl) - 2242 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. OBJECT - THUNDERSTORM
  3. OBJECT - TURBULENCE
  4. OBJECT - LIGHTNING
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  6.        IMPROPER DECISION, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. 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) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1316      5/26/82      HUNTSVILLE, TX      A/C Reg. No. N166S      Time (Lcl) - 1300 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PITTS SPECIAL S-1S  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1100  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-360  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility      - 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  
CONROE, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - CONCRETE  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current      - YES  
Months Since      - 22  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2551	Last 24 Hrs	- 4
Make/Model	- 70	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 100
Multi-Eng	- 1000	Rotorcraft	- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT AT 1500 FT AGL, THERE WAS A VIOLENT EXPLOSIVE FAILURE OF THE ENGINE AND BLACK SMOKE ENTERED THE COCKPIT. HE ELECTED TO LAND BETWEEN CARS ON AN INTERSTATE HIGHWAY. HE CLEARED OVER ONE CAR, BUT THE DRIVER OF THE NEXT CAR ABOUT 300 FT AHEAD PUT ON HIS BRAKES. THE PILOT MANEUVERED TO THE MEDIAN, BUT RIGHT GEAR STRUCK A BUSH. SUBSEQUENTLY, THE PLANE FLIPPED AND CAME TO REST IN AN INVERTED POSITION. THE DRIVER OF A PASSING CAR AND A FRIEND TURNED THE AIRCRAFT RIGHT SIDE UP AND HELPED THE PILOT OUT OF THE PLANE. THE PILOT STATED THAT A BEARING FAILURE CAUSED THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1316

5/26/82

HUNTSVILLE, TX

A/C Reg. No. N166S

Time (Lc1) - 1300 CDT

-----  
Occurrence #1       LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
  2. FUSELAGE, CREW COMPARTMENT - SMOKE
- 

Occurrence #2       FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3       IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - VEHICLE
  4. MANEUVER - PERFORMED - PILOT IN COMMAND
  5. TERRAIN CONDITION - HIGH VEGETATION
- 

Occurrence #4       NOSE OVER  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1378      5/28/82      CANYON LAKE, TX      A/C Reg. No. N80022      Time (Lcl) - 1255 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - CONSOLIDATED AERONAUTICS LA-4-2	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2690	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 2600 FT BROKEN	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - 7000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - WATER - CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 12662
SE LAND,ME LAND,SE SEA	Months Since - 23	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 150
		Instrument- 79
		Multi-Eng - 932
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAXIING AROUND THE SHORELINE, TAKING-OFF, AND LANDING AGAIN, THE PILOT WAS UNABLE TO TAKEOFF A SECOND TIME BECAUSE HIS LEFT PONTON WAS SUBMERGING. HE PROCEEDED TO DRAIN THE WATER OUT AT A PUBLIC BOAT DOCK AND ATTEMPTED TO MAKE A DOWNWIND TAKEOFF DUE TO AN APPROACHING THUNDERSTORM. THE AIRCRAFT COLLIDED WITH TREES AFTER FAILING TO GAIN ALTITUDE DURING THE TAKEOFF RUN.

Brief of Accident (Continued)

File No. - 1378

5/28/82

CANYON LAKE, TX

A/C Reg. No. N80022

Time (Lc1) - 1255 CDT

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  3. WEATHER CONDITION - THUNDERSTORM
  4. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 1380

5/29/82

DALLAS, TX

A/C Reg. No. N29402

Time (Lcl) - 2348 CDT

-----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	4

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 170/011 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
MCALESTER, OK  
Destination  
MESQUITE, TX

Airport Proximity  
ON AIRPORT

Airport Data

DOAN FIELD  
Runway Ident - 12  
Runway Lth/Wid - 2100/ 50  
Runway Surface - GRAVEL  
Runway Status - WET  
SOFT

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR FLT FOLLOWING  
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND

Age - 48

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1356	Last 24 Hrs -	11
Make/Model-	14	Last 30 Days-	UNK/NR	
Instrument-	186	Last 90 Days-	45	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT MADE INITIAL CONTACT IN THE SOD AREA AT THE NORTHWEST END OF RUNWAY 12. THE 1982 TEXAS AERONAUTICAL COMMISSION AIRPORT DIRECTORY DIAGRAM OF THE AIRPORT SHOWS THIS AREA TO BE AN OVERRUN AREA.

Brief of Accident (Continued)

File No. - 1380

5/29/82

DALLAS, TX

A/C Reg. No. N29402

Time (Lcl) - 2348 CDT

-----  
Occurrence #1       UNDERSHOOT  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2       NOSE GEAR COLLAPSED  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1397      6/01/82      ROCKPORT, TX      A/C Reg. No. N1233L      Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					3
					0

-----Aircraft Information-----

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2690	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	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- 060/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 4500 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 396</p> <p>Make/Model- 166</p> <p>Instrument- 22</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 9</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A PARTIAL LOSS OF POWER WAS EXPERIENCED DURING TAKEOFF AND A FORCED LANDING WAS MADE ON A ROAD. AS THE PILOT WAS LANDING, A CAR PULLED OUT ON THE ROAD AHEAD OF THE AIRCRAFT. WHILE MANUEVERING TO THE RIGHT TO AVOID THE CAR, THE RIGHT WING STRUCK A ROAD SIGN AND THE PLANE SWERVED INTO A DITCH. THE PILOT STATED THAT HE TOOK A FUEL SAMPLE FROM HIS FUEL TANK AND AN EXAMINATION BY AN INDEPENDENT LABORATORY REVEALED THAT IT CONTAINED FIVE PERCENT JET FUEL.

Brief of Accident (Continued)

File No. - 1397

6/01/82

ROCKPORT, TX

A/C Reg. No. N1233L

Time (Lcl) - 0730 CDT

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
  2. AIRCRAFT SERVICE - IMPROPER -
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - VEHICLE
  4. MANEUVER - PERFORMED - PILOT IN COMMAND
  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) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1395

6/01/82

ANGLETON, TX

A/C Reg. No. N8974H

Time (Lcl) - 0600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -MANEUVERING

Crew  
Pass

0  
0

0  
0

0  
0

1  
0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 6075  
No. of Seats - 1

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 - 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/002 KTS  
Visibility - UNK/NR  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1095	Last 24 Hrs	- 2
Make/Model-	134	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	136

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CONCENTRATING ON HIS FLAGGER, THE PILOT MISJUDGED HIS ALTITUDE AND ALLOWED THE AIRCRAFT TO COLLIDE WITH A LEVEE. THE PILOT THEN DUMPED HIS LOAD AND MADE AN EMERGENCY LANDING, DURING WHICH TIME, THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1395

6/01/82

ANGLETON, TX

A/C Reg. No. N8974H

Time (Lcl) - 0600 CDT

-----  
Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1394

6/03/82

JAYTON, TX

A/C Reg. No. N6996Z

Time (Lc1) - 1045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-CROP CONTROL RELATED FLIGHT	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-TAXI				

Fire  
NONE

Crew  
Pass

-----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 - UNK/NR

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 235 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 - 10.0 SM

Cloud Conditions(1st) - 2000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE AG STRIP

Runway Ident - UNK/NR

Runway Lth/Wid - 5280 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3060

Make/Model- 2000

Instrument- 11

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING OUT FOR TAKEOFF WITH A FULL LOAD OF FUEL AND CHEMICALS THE LEFT MAIN WHEEL BROKE INTO THREE PIECES. THE AXLE SANK INTO THE SURFACE OF THE RUNWAY CAUSING THE AIRCRAFT TO SWERVE TO THE LEFT, RESULTING IN AN OVERLOAD CONDITION ON THE RIGHT GEAR. THE RIGHT MAIN THEN FAILED AND PORTIONS OF IT BOUNCED UP AND WENT THROUGH THE TRAILING EDGE OF THE RIGHT WING AND FLAP. THE AIRCRAFT THEN PIVOTED OVER ON ITS NOSE.

Brief of Accident (Continued)

File No. - 1394

6/03/82

JAYTON, TX

A/C Reg. No. N6996Z

Time (Lc1) - 1045 CDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
  4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

Occurrence #2      NOSE DOWN  
Phase of Operation      TAXI - TO TAKEOFF

-----  
----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. - 1393

6/04/82

WICHITA FALLS, TX

A/C Reg. No. N5280V

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 210L  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES-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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAN ANTONIO, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 080/006 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 25000 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 - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 59

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1519	Last 24 Hrs -	0
Make/Model-	1480	Last 30 Days-	UNK/NR	
Instrument-	279	Last 90 Days-	28	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CLIMBING TO 2500 FT THE ENGINE SUDDENLY LOST POWER AND QUIT. THE PILOT LOWERED THE LANDING GEAR AND SHUT DOWN ALL SWITCHES BUT DID NOT EXTEND THE FLAPS. DURING THE ENSUING EMERGENCY LANDING THE AIRCRAFT NOSED OVER IN A WHEAT FIELD. ENGINE EXAMINATION REVEALED A PISTON PIN THAT HAD BROKEN AS A RESULT OF METAL FATIGUE.

Brief of Accident (Continued)

File No. - 1393

6/04/82

WICHITA FALLS, TX

A/C Reg. No. N5280V

Time (Lcl) - 1930 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FATIGUE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

2. GEAR DOWN AND LOCKED - PERFORMED - PILOT IN COMMAND
  3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP
  5.    AIRSPEED - EXCESSIVE - 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) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1307      6/08/82      TERRELL, TX      A/C Reg. No. N3803N      Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
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      0

-----Aircraft Information-----

Make/Model      - BEECH 35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL E-185-8  
Number Engines      - 1  
Engine Type      - UNK/NR  
Rated Power      - 185 HP

ELT Installed/Activated      - YES/NO  
Stall Warning System      - YES  
Weather Radar      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 180/010 KTS  
Visibility      - 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  
CADD0 MILLS, TX  
Destination  
TERRELL, TX

Airport Proximity  
ON AIRPORT

Airport Data

TERRELL MUNICIPAL  
Runway Ident      - 18  
Runway Lth/Wid      - 3050/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Approach Flown      - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND

GLIDER

Age      - 71

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	414	Last 24 Hrs	-	2
Make/Model	-	16	Last 30 Days	-	UNK/NR
Instrument	-	15	Last 90 Days	-	9
Multi-Eng	-	53			

Instrument Rating(s)      - NONE

-----Narrative-----

WHILE EN ROUTE, THE CABIN DOOR OF THE AIRCRAFT POPPED OPEN, APPROXIMATELY 10 MILES FROM THE DESTINATION. THE PILOT REPORTED THAT HE WAS DISTRACTED BY THE OPEN DOOR AND LOST AIRSPEED WHILE ON FINAL APPROACH. THE AIRCRAFT TOUCHED DOWN HARD JUST SHORT OF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. THE PILOT REPORTED THAT THE WIND WAS FROM 180 DEGREES AT 10 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1307

6/08/82

TERRELL, TX

A/C Reg. No. N3803N

Time (Lcl) - 1300 CDT

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DOOR - OPEN
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. WEATHER CONDITION - GUSTS
7.   LEVEL OFF - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

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. - 1213

6/11/82

SOMERVILLE, TX

A/C Reg. No. N40416

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 206-5  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3350  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-A  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 1500 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BEAUMONT, TX  
Destination  
AUSTIN, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	3000	Last 24 Hrs -	1
Make/Model-	98		Last 30 Days-	UNK/NR
Instrument-	440		Last 90 Days-	4
Multi-Eng -	2000			

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT THE PILOT SWITCHED FUEL TANKS AND THE ENGINE QUIT. THE PILOT SWITCHED BACK TO ORIGINAL SETTING BUT COULD NOT RESTART THE ENGINE. DURING THE FORCED LANDING THE AIRCRAFT COLLIDED WITH A STEEL FENCE. MAINTENANCE PERSONNEL STATED THE ENGINE WAS FLOODED BY THE BOOST PUMP DURING THE RESTART AND THE LACK OF ALTITUDE PREVENTED CLEARING THE ENGINE.

Brief of Accident (Continued)

File No. - 1213

6/11/82

SOMERVILLE, TX

A/C Reg. No. N40416

Time (Lc1) - 1030 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - OTHER
  2. FUEL TANK SELECTOR POSITION - SELECTED - PILOT IN COMMAND
  3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1245      6/13/82      EL PASO, TX      A/C Reg. No. N51842      Time (Lcl) - 1330 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  
DESTROYED

Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - I.C.A. BRASOV-ROMANIA IS-28B2      Eng Make/Model - N/A  
Landing Gear - N/A      Number Engines - N/A  
Max Gross Wt - 727      Engine Type - N/A  
No. of Seats - 2      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- 180/005 KTS  
Visibility - 30.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE

Age - 57  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 215      Last 24 Hrs - UNK/NR  
Make/Model- 215      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 9

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THE SAILPLANE WAS TOWED TO ABOUT 200 FT AGL WHEN THE TOW ROPE SEPARATED. WHEN THE PILOT REALIZED HE WAS UNABLE TO RETURN TO THE AIRPORT HE ATTEMPTED A LANDING ALONG A RIVER LEVEE. THE LEFT WING STRUCK THE LEVEE AND THE AIRCRAFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 1245

6/13/82

EL PASO, TX

A/C Reg. No. N51842

Time (Lcl) - 1330 MDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, TOTAL  
-----

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1247      6/13/82      FORT WORTH, TX

A/C Reg. No. N9419B

Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	2

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 175  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2350  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL G0-300A  
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- 220/006 KTS  
Visibility      - 7.0 SM  
Cloud Conditions(1st) - 4000 FT SCATTERED  
Cloud Conditions(2nd) - 25000 FT SCATTERED  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CAPE GIRARDEAU, MO  
Destination  
FORT WORTH, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - DIRT  
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)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1728      Last 24 Hrs - 7  
Make/Model- 259      Last 30 Days- UNK/NR  
Instrument- 252      Last 90 Days- 60  
Multi-Eng - 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A GO-AROUND THE AIRCRAFT'S ENGINE QUIT. THE PILOT ATTEMPTED AN OFF-AIRPORT EMERGENCY LANDING; HOWEVER, COLLIDED WITH BUSHES AND NOSED OVER. INVESTIGATION REVEALED THERE WAS A MINIMUM AMOUNT OF FUEL ONBOARD.

Brief of Accident (Continued)

File No. - 1247

6/13/82

FORT WORTH, TX

A/C Reg. No. N9419B

Time (Lc1) - 1715 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - ATTEMPTED - PILOT IN COMMAND
  4. PLANNED APPROACH - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
- 

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) 2,3,4

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. - 1259

6/17/82

AMARILLO, TX

A/C Reg. No. N2270T

Time (Lc1) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA A185E  
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 - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/017 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - 4000 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

FARM STRIP  
Runway Ident - UNK/NR  
Runway Lth/Wid - 1200 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, SE SEA

Age - 59

Biennial Flight Review

Current - YES  
Months Since - 34  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2500	Last 24 Hrs	- UNK/NR
Make/Model-	789	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLOAT/WHEEL EQUIPPED AIRCRAFT APPROACHED A PRIVATE GRAVEL STRIP FOR LANDING AND ENCOUNTERED GUSTY WINDS. THE AIRCRAFT DRIFTED OFF THE RUNWAY AND THE FLOAT/WHEEL DUG INTO THE SOFT DIRT AND THE AIRCRAFT NOSED OVER. THE PILOT REPORTED THE WINDS AS APPROXIMATELY 190 DEGREES AT 10 KNOTS.

Brief of Accident (Continued)

File No. - 1259

6/17/82

AMARILLO, TX

A/C Reg. No. N2270T

Time (Lc1) - 1500 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1321

6/28/82

PARIS, TX

A/C Reg. No. N79831

Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - MOONEY M20E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 150/010 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  
DALLAS NORTH, TX  
Destination  
FAYETTEVILLE, AR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1960	Last 24 Hrs	- 3
Make/Model-	1200	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 20 MIN AFTER TAKEOFF, THE PILOT NOTICED OIL ON THE LEFT SIDE GLASS AND WINDSHIELD WHILE CRUISING AT 7000 FT. HE THEN CHECKED OIL PRESSURE AND IT WAS NEAR ZERO. HE SHUT DOWN THE ENGINE, AND DURING A FORCED LANDING, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED THAT THE OIL FILTER SEAL HAD FAILED AND OIL HAD BEEN BUMPED INTO THE ENGINE COMPARTMENT UNTIL THE OIL WAS EXHAUSTED. AN EXAMINATION OF THE OIL FILTER REVEALED THAT IT WAS NOT APPROVED, BUT WAS DESIGNED FOR AN AUTOMOBILE.

Brief of Accident (Continued)

File No. - 1321

6/28/82

PARIS, TX

A/C Reg. No. N79831

Time (Lcl) - 1815 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL SEAL - IMPROPER
  2.    INSTALLATION - IMPROPER - COMPANY/OPERATOR MGMT
  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  
-----

-----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. - 1355      5/01/82      HANKSVILLE,UT      A/C Reg. No. N60320      Time (Lcl) - 1309 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	GRAND JUNCTION,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GLEN CANYON,UT	BULLFROG BASIN
Wind Dir/Speed- 210/007 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 40
Cloud Conditions(1st) - 7000 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 - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1641
SE LAND	Months Since - 17	Make/Model- 836
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING TOUCHDOWN ON RUNWAY 19, A GUST OF WIND FROM ABOUT 270 DEGREES WAS ENCOUNTERED AND THE PLANE VEERED TO THE LEFT. THE PILOT REPORTED THAT HE HAD APPLIED CORRECTIVE ACTION, AND THE PLANE WAS TRACKING BACK TO THE RUNWAY, WHEN THE LEFT GEAR STRUCK A RUNWAY MARKER AND FAILED. SUBSEQUENTLY, THE PLANE VEERED BACK TO THE LEFT, HIT ANOTHER RUNWAY MARKER, AND THEN HIT A FENCE. DURING THE ACCIDENT SEQUENCE, THE OTHER TWO LANDING GEAR FAILED. THE ELEVATION OF THE AIRPORT WAS 4167 FT.

Brief of Accident (Continued)

File No. - 1355

5/01/82

HANKSVILLE,UT

A/C Reg. No. N6032Q

Time (Lc1) - 1309 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - RUNWAY LIGHT

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

8. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1286      5/13/82      PROVO,UT

A/C Reg. No. N5381N

Time (Lcl) - 2200 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

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	2

-----Aircraft Information-----

Make/Model    - CESSNA 182Q  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 3112  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL O-470-U  
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- 050/010 KTS  
Visibility         - 30.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light   - NIGHT (DARK)

Itinerary

Last Departure Point  
SAN JOSE,CA  
Destination  
PROVO,UT

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance   - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

PROVO MUNICIPAL  
Runway Ident       - 31  
Runway Lth/Wid    - 7092/ 150  
Runway Surface    - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 23

Biennial Flight Review

Current            - YES  
Months Since      - 18  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1585	Last 24 Hrs	-	50
Make/Model	-	96	Last 30 Days	-	0
Instrument	-	0	Last 90 Days	-	141

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DRIFTED OFF THE SIDE OF THE RUNWAY DURING LANDING. POWER WAS APPLIED FOR A GO-AROUND, HOWEVER, THE PILOT STATED THE APPLICATION OF FULL FLAPS (40 DEGREES) PREVENTED LIFT OFF AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1286

5/13/82

PROVO,UT

A/C Reg. No. N5381N

Time (Lcl) - 2200 MDT

-----  
Occurrence #1       LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  3. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
  4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2       NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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. - 1338      5/20/82      GATE CITY, VA      A/C Reg. No. N5002X      Time (Lcl) - 1130 EDT

-----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  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BELL 206B  
Landing Gear      - SKID  
Max Gross Wt      - 3025  
No. of Seats      - 3

Eng Make/Model      - ALLISON 250-C20B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 420 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- 150/005 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GATE CITY, VA  
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 - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4522  
Make/Model- 803  
Instrument- UNK/NR  
Multi-Eng - 30  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 67  
Rotorcraft - 4300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS AN EXTERNAL LOAD OPERATION TO MOVE SEISMOGRAPHIC OIL EXPLORATION EQUIPMENT. THE PILOT FLEW TO THE LOADING ZONE WITH A 150 FT CABLE AND AN ALUMINUM BUCKET. AFTER ARRIVING, HE LOWERED THE BUCKET AND HOVERED WHILE THE BUCKET WAS LOADED. THE PILOT THEN LIFTED THE LOADED BUCKET TO ABOUT 40 FT AGL. AT ABOUT THAT TIME, HE TRANSMITTED THAT HE HAD A PROBLEM AND HAD TO SIT THE HELICOPTTER DOWN. THE BUCKET CAME DOWN HARD ABOUT 10 FT FROM ITS PICKUP POINT AND THE HELICOPTER MOVED TO A CLEAR AREA. SUBSEQUENTLY, THE HELICOPTER HIT THE TOP OF A TREE, THEN CRASH INTO THE GROUND ABOUT 90 FT FROM THE TREE. THE ALUMINUM BUCKET HAD BEEN DRAGGED ABOUT 200 FT BEFORE IT CAME TO REST AT THE BOTTOM OF THE TREE. THE CABLE WAS DRAPED ACROSS THE TREE AND THE RIGHT SKID BUT WAS FOUND RELEASED. AN EXAMINATION REVEALED NO PRECRASH MALFUNCTION OF THE FLIGHT CONTROLS AND NO MECHANICAL FAILURE OF THE ENGINE WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1338

5/20/82

GATE CITY, VA

A/C Reg. No. N5002X

Time (Lc1) - 1130 EDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

Finding(s)  
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
3. LOAD JETTISON - DELAYED - PILOT IN COMMAND  
-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)  
4. OBJECT - TREE(S)  
-----

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1285      5/22/82      LEXINGTON, VA      A/C Reg. No. N8981P      Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER 24-260	Eng Make/Model	- LYCOMING T10-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3200	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 310 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- 005/003 KTS</p> <p>Visibility - 3.0 SM</p> <p>Cloud Conditions(1st) - 1000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MT. EMPIRE, VA</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 AIRSTRIP</p> <p>Airport Data</p> <p>L.B. GLIDERPORT</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 1500 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1545</p> <p>Make/Model- 710</p> <p>Instrument- 64</p> <p>Multi-Eng - 2</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 67</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT OVERRAN A 1500 WET, SOD, DOWNHILL RUNWAY AND COLLIDED WITH A DITCH OFF THE END OF THE RUNWAY. THE COLLISION COLLAPSED THE LANDING GEAR, BENT THE PROP, AND BUCKLED THE FUSELAGE. THE PILOT REPORTED THE WIND WAS 180 DEGREES AT 5 TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 1285

5/22/82

LEXINGTON, VA

A/C Reg. No. N8981P

Time (Lcl) - 1300 EDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
  2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  3. TERRAIN CONDITION - DOWNHILL
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
- 

Occurrence #3        COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1202      12/07/82      CHANTILLY, VA      A/C Reg. No. N126AV      Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage					
COMMUTER	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
						None
						2
						4

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-226TC	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10062	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 22	Rated Power	- 904 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	DULLES INTL	
Wind Dir/Speed	- 330/015 KTS	Runway Ident	- 01L
Visibility	- 25.0 SM	Runway Lth/Wid	- 11550/ 150
Cloud Conditions(1st)	- 4900 FT BROKEN	Runway Surface	- CONCRETE
Cloud Conditions(2nd)	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 5497
SE LAND, ME LAND	Months Since - 5	Make/Model	- 1297
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 5172
		Last 24 Hrs	- 5
		Last 30 Days	- 50
		Last 90 Days	- 206
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROACHING THE ARPT THE FLT WAS GIVEN VECTORS TO RWY 01L & CLEARED TO DESCEND TO 2,000 FT. THE CONTROLLER REQUESTED THAT THE PLT EXPEDITE THE DESCENT THROUGH 3,000 FT. THE FIRST OFFICER, WHO WAS FLYING THE ACFT, REQUESTED THE GEAR DOWN. THE CAPTAIN STATED THAT HE DID NOT SPECIFICALLY REMEMBER PLACING THE GEAR HANDLE DOWN BUT THOUGHT HE DID. THE FIRST OFFICER STATED THAT HE DID NOT LOOK AT THE GEAR HANDLE OR INDICATORS. THE ACFT LANDED GEAR UP. THE CAPTAIN STATED THAT WHEN THE PROPELLERS BEGAN CONTACTING THE RWY HE CHECKED THE GEAR HANDLE TO CONFIRM IT WAS DOWN, & MAY HAVE PUT IT DOWN AT THAT TIME. AT NO TIME DID EITHER CREW MEMBER HEAR THE GEAR UNSAFE WARNING HORN. THE CAPTAIN STATED THAT BECAUSE MANY OF THEIR APPROACHES WERE STEEP & FAST WITH POWER LEVERS AT IDLE, MANY CREWS FLEW WITH THE WARNING HORN CIRCUIT BREAKER PULLED.

Brief of Accident (Continued)

File No. - 1202

12/07/82

CHANTILLY, VA

A/C Reg. No. N126AV

Time (Lc1) - 1700 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - DISABLED
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1331

6/20/82

WARREN,VT

A/C Reg. No. N97VY

Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - I.C.A. BARASOV IS28B2  
Landing Gear - N/A  
Max Gross Wt - 727  
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- 230/010 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - 3000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WARREN-SUGARBUSH  
Runway Ident - 04  
Runway Lth/Wid - 2650/ 50  
Runway Surface - ASPHALT  
Runway Status - WATER COVERED

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND  
  
GLIDER

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)  
Total - 2182  
Make/Model- 2  
Instrument- 0  
Multi-Eng - 896

Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD LITTLE OR NO PREVIOUS FLIGHT TIME IN THIS ROMANIAN BUILT GLIDER. HE REPORTED DEPARTING FROM AN AIRPORT LOCATED ON THE LEE SIDE OF THE SUGARBUSH MOUNTAINS. HE STATED THAT A STRONG WEST WIND PRODUCED A TURBULENT ROTOR NEAR THE AIRPORT AND THE SURFACE WINDS WERE FROM THE SOUTHWEST AT 10 GUSTING 20 KTS. ABOUT 1.5 HRS AFTER TAKEOFF, HE ENCOUNTER SIGNIFICANT LIFT AND THEN A TURBULENT DESCENT AS HE WAS MANEUVERING TO LAND. WHILE TURNING FINAL, THE LIFT INCREASED AND HE USED WHAT HE THOUGHT WAS THE DIVE BRAKES. HE ALSO SLIPPED THE GLIDER, BUT WAS STILL 200 FT TOO HIGH AT THE THRESHOLD, SO HE MADE A 360 DEGREE TURN. AFTER THE TURN, THE ALTITUDE WAS STILL HIGH, SO HE SLIPPED TO THE LEFT AND RIGHT. THE GLIDER TOUCHED DOWN FAST NEAR THE DEPARTURE END OF THE RUNWAY, THEN OVERRAN AND HIT BUSHES. THE PILOT STATED THAT THE FLAP HANDLE WAS LOCATED WHERE THE DIVE BRAKE HANDLE WAS LOCATED, IN OTHER GLIDERS HE HAD FLOWN. HE BELIEVED HE FAILED TO ACTIVATE THE DIVE BRAKES ON FINAL.

Brief of Accident (Continued)

File No. - 1331

6/20/82

WARREN,VT

A/C Reg. No. N97VY

Time (Lc1) - 1030 EDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
  2. WEATHER CONDITION - GUSTS
  3. SPEED BRAKES - NOT USED - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  5. LOWERING OF FLAPS - INADVERTENT USE - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1364

7/04/82

LUDLOW,VT

A/C Reg. No. N5343Y

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-23-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/005 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TETERBORD,NJ  
Destination  
LUDLOW,VT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SMITH  
Runway Ident - 02  
Runway Lth/Wid - 1600/ 75  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND,SE SEA

Age - 47

Biennial Flight Review

Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1827	Last 24 Hrs -	2
Make/Model-	956	Last 30 Days-	UNK/NR
Instrument-	203	Last 90 Days-	149
Multi-Eng -	973		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING, HE ENCOUNTERED WIND SHEAR AND THE AIRCRAFT TOUCHED DOWN ABOUT TWO FEET SHORT OF THE RUNWAY. HE REPORTED A 30 DEGREE SLOPE AT THE LIP OF THE RUNWAY. ALL OF THE LANDING GEAR FAILED. THE AIRCRAFT SLID OFF THE RUNWAY AND CAME TO REST IN A SMALL POND.

Brief of Accident (Continued)

File No. - 1364

7/04/82

LUDLOW,VT

A/C Reg. No. N5343Y

Time (Lcl) - 1030 EDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. WEATHER CONDITION - WINDSHEAR  
2. DISTANCE - MISJUDGED - PILOT IN COMMAND  
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
4. TERRAIN CONDITION - RISING  
-----

Occurrence #3           COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
5. LANDING GEAR - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1212

7/17/82

BATTLEGROUND, WA

A/C Reg. No. N610S

Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - MONG SPORT 1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 1

Eng Make/Model - CONTINENTAL C-85-8F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 290/010 KTS  
Visibility - 40.0 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  
VANCOUVER, WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 32  
Runway Lth/Wid - 900/ 200  
Runway Surface - GRASS/TURF  
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 - 28

Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 502	Last 24 Hrs	- 1
Make/Model	- 250	Last 30 Days	- 7
Instrument	- 6	Last 90 Days	- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOKOFF FROM A ROUGH TURF FIELD ADJACENT TO A SCHOOL AFTER A PARADE FEATURING HIS PLANE. THE DAY WAS HOT AND THE FIELD WAS SHORT. THE PILOT WAS UNABLE TO CLEAR 60 FOOT TREES AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1212

7/17/82

BATTLEGROUND,WA

A/C Reg. No. N610S

Time (Lc1) - 1300 PDT

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
  5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
- 

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1350

8/17/82

BELLINGHAM, WA

A/C Reg. No. N97TR

Time (Lcl) - 2015 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries		
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91.

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - NORTH AMERICAN AT-6C

Eng Make/Model - P & W R-1340-AN1

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL FIXED-MAINS RETRACT

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 5300

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 260/004 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VANCOUVER, BC

Destination

BELLINGHAM, WA

Airport Proximity

ON AIRPORT

Airport Data

BELLINGHAM INTERNATIONAL

Runway Ident - 16

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - TOWER

Type Approach Flown - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 20

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 25 Last 24 Hrs - 1

Make/Model- 25 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PILOT WAS ON A CROSS-COUNTRY FLIGHT, HE LANDED AT BELLINGHAM, WA WITH A 4 KNOT CROSSWIND. DURING THE LANDING SEQUENCE, THE AIRCRAFT TOUCHED DOWN HARD AND THE PILOT LOST DIRECTIONAL CONTROL. HE REPORTED THAT THE LEFT GEAR FAILED WHEN THE PLANE BECAME SIDEWAYS.

Brief of Accident (Continued)

File No. - 1350

8/17/82

BELLINGHAM,WA

A/C Reg. No. N97TR

Time (Lcl) - 2015 PDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3      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) 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. - 1237      5/29/82      FORT ATKINSON,WI      A/C Reg. No. N93616      Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - ERCOUBE 415-C	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SEYBOLD
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 1500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - SOFT
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1983
SE LAND,ME LAND	Months Since - 14	Make/Model- 327
	Aircraft Type - UNK/NR	Instrument- 15
		Multi-Eng - 800
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE SAFETY BOLT ON THE PROPELLER HUB FAILED ALLOWING THE PROPELLER TO SEPARATE FROM THE AIRCRAFT. THE PILOT LANDED IN A PLOWED FIELD.

Brief of Accident (Continued)

File No. - 1237

5/29/82

FORT ATKINSON, WI

A/C Reg. No. N93616

Time (Lc1) - 1730 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - DISCONNECTED
- 

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 - SOFT
  3. TERRAIN CONDITION - OPEN FIELD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.

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. - 1306      6/06/82      STEVENS POINT,WI      A/C Reg. No. N3103N      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL D-200	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	THREE LAKES,WI	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	STEVENS POINT,WI	STEVENS POINT
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000-N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 269
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - C-140	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED TRAFFIC FOR RUNWAY 21. THE WIND WAS FROM 180 DEGREES AT 15 GUSTING TO 35 KTS. THE PILOT STATED THAT WHILE ON FINAL APPROACH, HE SLIPPED THE PLANE TO THE RIGHT TO LAND ON THE GRASS, BUT WENT BEYOND THE SMOOTH GRASS. AFTER TOUCHDOWN, THE PLANE VEERED TO THE RIGHT, ENCOUNTERED SOFT SAND, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1306

6/06/82

STEVENS POINT,WI

A/C Reg. No. N3103N

Time (Lc1) - 1430 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - HIGH WIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1360      7/05/82      HUNTINGTON, WV      A/C Reg. No. N7969M      Time (Lcl) - 2136 EDT

-----Basic Information-----

Type Operating Certificate- NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH V35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL IO-520-B  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 4.0      SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
ST. LOUIS, MO  
Destination  
HOT SPRINGS, VA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - TOWER  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TRI/STATE WALKER  
Runway Ident      - 12  
Runway Lth/Wid      - 6509/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 62  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 6500
Make/Model-	778
Instrument-	214
Multi-Eng -	55
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE DEPARTING ST LOUIS, MO, ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL UNTIL AN AUXILIARY POWER UNIT WAS USED. THE AIRCRAFT TOOK OFF AT 1746, AND ABOUT ONE HOUR LATER, THE PILOT NOTICED THAT THE AMMETER INDICATED A DISCHARGE. THE FLIGHT WAS CONTINUED. LATER, THERE WAS A TOTAL LOSS OF ELECTRICAL POWER AND THE LANDING GEAR WOULD NOT EXTEND USING THE NORMAL SYSTEM. THE PILOT STATED THAT HE HAD LEFT HIS FLASHLIGHT IN HIS CAR. HE WAS UNABLE TO READ THE OPERATING MANUAL OR LOCATE THE EMERGENCY GEAR EXTENSION DEVICE IN THE DARKNESS. THE AIRCRAFT WAS DAMAGED DURING A GEAR UP LANDING. AN INVESTIGATION REVEALED THAT AN ALTERNATOR FIELD WIRE HAD BECOME DISCONNECTED.

Brief of Accident (Continued)

File No. - 1360

7/05/82

HUNTINGTON,WV

A/C Reg. No. N7969M

Time (Lc1) - 2136 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC WIRING - DISCONNECTED
2. ELECTRICAL SYSTEM,ALTERNATOR - INOPERATIVE
3. ELECTRICAL SYSTEM,BATTERY - OTHER
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT COMPARTMENT LIGHTS - INOPERATIVE
6. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
9. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
10. 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) 8,9

Factor(s) relating to this accident is/are finding(s) 1,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1296      1/23/82      36 SW LARAMIE,WY      A/C Reg. No. N1085T      Time (Lcl) - 1100 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - BELL/TEXTRON 206 L-1  
Landing Gear - SKID  
Max Gross Wt - 4050  
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 435 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 270/040 KTS  
Visibility - .500 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- BLOWING SNOW  
Precipitation - SNOW SHOWER  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAND JUNCTION,CO  
Destination  
FT. COLLINS,CO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - UNK/NR  
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - 206 L-1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 10305  
Make/Model- 176  
Instrument- 56  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 145  
Rotorcraft - 9855

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A PRECAUTIONARY LANDING ON A ROAD DUE TO SNOW, WIND AND REDUCED VISIBILITY THE PILOT TOOKOFF WHEN HE DECIDED CONDITIONS HAD IMPROVED. SHORTLY AFTER TAKEOFF THE VISIBILITY WORSENERD AND DURING THE EXECUTION OF A 180 DEGREE TURN THE PILOT STATED THE ENGINE LOSS POWER. WITH THE ALTITUDE TOO LOW FOR AUTOROTATION THE PILOT LANDED STRAIGHT AHEAD. DURING THE LANDING A SKID BROKE AND THE AIRCRAFT ROLLED OVER. NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT'S ENGINE WERE DETERMINED DURING THE SUBSEQUENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 1296

1/23/82

36 SW LARAMIE,WY

A/C Reg. No. N1085T

Time (Lc1) - 1100 MST

Occurrence #1      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - WHITEOUT
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      LOSS OF POWER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. MISCELLANEOUS - UNDETERMINED

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #4      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

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. - 1222

4/26/82

GRANGER,WY

A/C Reg. No. N629H

Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - ENSTROM 280-C

Landing Gear - SKI

Max Gross Wt - 2350

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E1AD

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 205 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- 240/004 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - 5500 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

LITTLE AMERICA,WY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

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)

COMMERCIAL

SE LAND

HELICOPTER

Age - 28

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 770 Last 24 Hrs - 2

Make/Model- 220 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 50

Rotorcraft - 550

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S ENGINE BACKFIRED AND QUIT DURING TAKEOFF. THE PILOT CLEARED A FENCE AND DURING THE FORCED LANDING THE GEAR COLLAPSED. NO ENGINE MALFUNCTION OR FAILURE COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1222

4/26/82

GRANGER,WY

A/C Reg. No. N629H

Time (Lc1) - 1200 MDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. ROTOR SYSTEM - DISTORTED  
-----

Occurrence #4        GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1281      5/04/82      LOVELL, WY      A/C Reg. No. N91682      Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<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- 135/020 KTS</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - 6000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point COWLEY, WY</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>NORTH BIG HORN COUNTY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</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>CFI, ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 41</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 - 3157</p> <p>Make/Model- 205</p> <p>Instrument- 276</p> <p>Multi-Eng - 600</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 44</p> <p>Last 90 Days- 72</p>
---	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON A DIRT ROAD TO TALK TO A SHEEP HERDER, THE AIRCRAFT WAS TAXIED OFF THE ROAD. A GUST OF WIND PICKED THE TAIL OF THE AIRCRAFT UP AND TURNED THE AIRCRAFT OVER. THE PILOT REPORTED WINDS WERE FROM 135 DEGEES AT 20 KNOTS GUSTING TO 30 KNOTS.

Brief of Accident (Continued)

File No. - 1281

5/04/82

LOVELL,WY

A/C Reg. No. N91682

Time (Lc1) - 0800 MDT

-----  
Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1230      5/08/82      MEDICINE BOW,WY      A/C Reg. No. N6994C      Time (Lcl) - 1530 MDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	ON-DEMAND AIR TAXI	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF			0	0	0	2

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COWLEY,WY	MEDICINE BOW
Wind Dir/Speed- 250/009 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 40.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 3600/ 80
Cloud Conditions(1st) - 4000 FT BROKEN	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 10000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2690
SE LAND,ME LAND	Months Since - 6	Make/Model- 500
	Aircraft Type - PA-34	Instrument- 215
		Multi-Eng - 410
		Last 24 Hrs - 6
		Last 30 Days- 80
		Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF FROM A MUDDY FIELD WITH A DENSITY ALTITUDE OF 7253 FEET THE AIRCRAFT FAILED TO CLEAR A BOUNDARY FENCE. THE PASSENGERS STATED THE STALL WARNING SOUNDED STEADILY FROM TAKEOFF UNTIL IMPACT WITH THE GROUND. AFTER THE COLLISION WITH THE FENCE THE AIRCRAFT WENT ACROSS A FIELD, HIT A ROAD EMBANKMENT WITH ITS TAIL SKID AND CAME TO REST IN AN ADJOINING MEADOW. NO EVIDENCE OF ENGINE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1230

5/08/82

MEDICINE BOW,WY

A/C Reg. No. N6994C

Time (Lcl) - 1530 MDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
  2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  5. THROTTLE/POWER CONTROL - INADEQUATE - PILOT IN COMMAND
  6. GEAR RETRACTION - DELAYED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

7. OBJECT - FENCE
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

8. TERRAIN CONDITION - DIRT BANK
  9. TERRAIN CONDITION - OPEN FIELD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1325      6/19/82      NEAR RAWLINS,WY      A/C Reg. No. N3411A      Time (Lcl) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

-----Aircraft Information-----

Make/Model      - PIPER PA-20  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1950  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 135 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 60.0      SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
RAWLINS,WY  
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      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRAVEL  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 29

Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 433
Last 24 Hrs	- 9
Make/Model-	67
Last 30 Days-	0
Instrument-	3
Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD LANDED ON A BLACKTOP ROAD, BUT OPTED TO TAKEOFF ON A GRAVEL ROAD BECAUSE OF THE PROXIMITY OF REFLECTOR POSTS TO THE WINGS. HE STEPPED OFF THE ROAD AND ESTIMATED THAT HE HAD ABOUT 800 FT FOR TAKEOFF. THE DENSITY ALTITUDE WAS ABOUT 9150 FT. AFTER STARTING THE TAKEOFF ROLL, HE ELECTED TO ABORT. WHILE ABORTING, THE AIRCRAFT RAN OFF THE ROAD AT A CURVE, ENCOUNTERED A 3 TO 4 FT DROP IN THE TERRAIN, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1325

6/19/82

NEAR RAWLINS,WY

A/C Reg. No. N3411A

Time (Lc1) - 1130 MDT

Occurrence NOSE OVER  
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
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) 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. - 1352      7/02/82      BIG PINEY,WY      A/C Reg. No. N49532      Time (Lcl) - 1745 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXTERNAL LOAD  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - AEROSPATIALE SA 315B  
Landing Gear      - SKID  
Max Gross Wt      - 4900  
No. of Seats      - 5

Eng Make/Model - TURBOMECA ARTOUSTE IIIB  
Number Engines - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 600 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- 270/015 KTS  
Visibility      - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - VISUAL STRAIGHT-IN

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

HELICOPTER

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	- 7000	Last 24 Hrs	- 4
Make/Model-	326	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	118
		Rotorcraft	- 7000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE FELT A SHUDDER WHILE HE WAS TAKING OFF WITH A LONG LINE ATTACHED. HE BEGAN A DESCENT, AND WHEN THE HELICOPTER WAS ABOUT 5 FT ABOVE THE GROUND, THE LONG LINE CAUGHT A TREE. SUBSEQUENTLY, THE HELICOPTER PITCHED NOSE DOWN AND THE ROTOR BLADES STRUCK THE SNOW. THE ACCIDENT SITE WAS LOCATED IN A MOUNTAINOUS SADDLE AT AN ELEVATION OF ABOUT 10,200 FT. THE WIND WAS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 1352

7/02/82

BIG PINEY, WY

A/C Reg. No. N49532

Time (Lc1) - 1745 MDT

---

Occurrence                NOSE OVER

Phase of Operation       TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. WEATHER CONDITION - HIGH WIND
  3. WEATHER CONDITION - GUSTS
  4. PICK-UP EQUIPMENT - MOVEMENT RESTRICTED
  5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  6. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
- 

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3



EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6804

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AAB-83/09

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