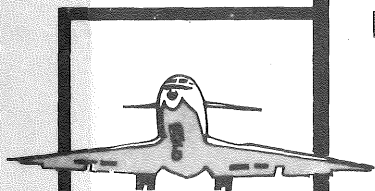
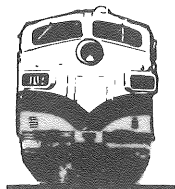


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NATIONAL TRANSPORTATION SAFETY BOARD

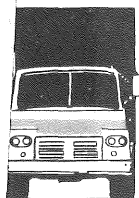
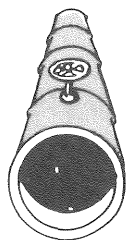
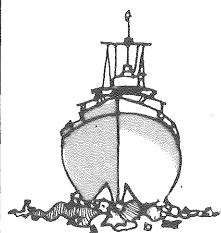


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1982 ACCIDENTS

NTSB / AAB-83 / 10



UNITED STATES GOVERNMENT

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83
10
Issue 8

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-83/10		2. Government Accession No. PB83-916910		3. Recipient's Catalog 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					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 1401 thru 1600					
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	
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FOREWARD

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

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

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

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report 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 cowling, 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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Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 1401 Through 1600
Issue Number 8

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	197	26	52
Part 135 (Air Taxi)	4	0	0
Part 135 (Commuter)	0	0	0
Part 121 (Air Carrier)	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	201	26	52

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 1401 Through 1600
Issue Number 8

TYPE OF AIRCRAFT SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
Fixed-Wing (Single Engine)	158	22	47
Fixed-Wing (Multi-Engine)	22	2	3
Rotorcraft	17	1	1
Glider	3	1	1
Balloon	1	0	0
Blimp/Dirigible	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	201	26	52

File Order Listing - Issue No. 8, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1401	N5153X	061882	WOODBINE, MD	BELLANCA	7GCBC	FATAL	148
1402	N3793F	062182	TOMBALL, TX	GREAT LAKES	2T-1A-2	NONE	310
1403	N90297	062182	WILDSVILLE, LA	PIPER	PA-36-375	FATAL	124
1404	N9979P	062282	IMPERIAL, CA	PIPER	PA-36-285	NONE	48
1405	N707JF	062182	ONTARIO, CA	BEECH	95-C55	SERIOUS	46
1406	N9111K	051382	STOW, OH	PIPER	PA-28R	NONE	242
1407	N2319V	080982	WEST PLAINS, MO	CESSNA	140	MINOR	180
1408	N2314F	052182	HARRISBURG, IL	PIPER	PA-28	NONE	96
1409	N65544	052282	ALLIANCE, OH	BOEING	B75N1	NONE	244
1410	NONE	062682	HAMILTON, OH	BENSON	B8M	SERIOUS	250
1411	N8548T	071982	NEAR DIXIE, ID	CESSNA	182C	NONE	88
1412	N6056V	061282	CANANDAQUA, NY	LAKE	LA-4-200	SERIOUS	230
1413	N5DM	061182	ABILENE, TX	LEARJET	23	NONE	304
1414	N73221	061182	DOUGLAS, WY	BELL	47G-3B	MINOR	400
1415	N54622	060682	UNION, OR	MCCALL	KR-2	FATAL	258
1416	N6145C	071582	HARRAH, WA	BELL	47G-2	SERIOUS	378
1417	N9792P	071182	EDGELEY, ND	PIPER	PA-25D-260	NONE	200
1418	N28872	071382	CENTRE, AL	HILLER	UH-12E	NONE	16
1419	N225NY	071382	KENNETH CITY, FL	PIPER	PA-18	MINOR	70
1420	N8277D	071382	ENGLEWOOD, CO	PIPER	PA-28RT-20	NONE	58
1421	N22SU	070982	MORRISVILLE, VT	CESSNA	305A	NONE	374
1422	N11690	071082	NORTH ADAMS, MA	BELLANCA	7GCBC	NONE	140
1423	N78118	071082	ST. AUGUSTINE, FL	GLOBE	GC-1B	NONE	68
1424	N4371X	071082	WESTMINSTER, MD	PIPER	PA-32-300	MINOR	152
1425	N5610X	071282	ADRIAN, OR	ROCKWELL INT	S2R	NONE	262

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1426	N5715L	071782	COVINGTON, TN	AMERICAN	AA-1	NONE	294
1427	N9245X	071782	TAPLIN, WV	CESSNA	182E	NONE	398
1428	N6022U	071882	PITTSBURGH, PA	BEECH	C23	NONE	286
1429	N13119	070982	SAVAGE, PA	CESSNA	172M	NONE	284
1430	N7373V	071482	LAKE WALES, FL	BELLANCA	17-31	NONE	72
1431	N2747V	071682	ST. SIMONS ISLAND, GA	CESSNA	210D	NONE	78
1432	N4758N	071782	SHERIDAN, OR	BEECH	C45G	NONE	264
1433	N5785V	061682	WHITE SULPHUR SPRING, MT	AEROSPATIALE	SA 315B	SERIOUS	186
1434	N608DL	061182	MONONGAHELA, PA	CESSNA	172	NONE	282
1435	N6620Q	052782	FREDERICK, MD	GRUMMAN	G-164A	FATAL	146
1436	N95484	071682	LAKE LADY, FL	SIKORSKY	H-19	NONE	74
1437	N4965R	062682	SCOTT CITY, KS	CESSNA	188B	SERIOUS	108
1438	NONE	062782	NEAR LARGO, MD	PTERODACTYL	ASCENDER	FATAL	150
1439	N2635S	062382	FAIRBANKS, AK	CESSNA	185	NONE	10
1440	N2751L	062682	KAHOKA, MO	CESSNA	172H	SERIOUS	176
1441	N3559L	050282	THOMSON, GA	GREAT LAKES	2T-1A-2	FATAL	76
1442	N3579T	020382	MT. HAMILTON, CA	TAYLORCRAFT	F19	NONE	44
1443	N4698L	070582	MORENCI, MI	CESSNA	152	FATAL	162
1444	N13420	090582	MONDAMIN, IA	SCORPION	133	MINOR	86
1445	N4375A	040682	SCANDIA, PA	BEECH	E55	FATAL	276
1446	N761YA	060782	BELEN, NM	CESSNA	T210M	NONE	220
1447	N50352	061382	MAYFIELD, KY	BELLANCA	8KCAB	FATAL	112
1448	N190BT	060482	WICHITA, KS	BEECH	65-90	NONE	106
1449	N3726Z	061982	JACKSON, LA	BEECH	77	NONE	122
1450	N77947	062082	WENDOVER, UT	LUSCOMBE	8A	NONE	370

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1451	N9626F	062882	RONAN, MT	HUGHES	269C	MINOR	190
1452	N4084X	062882	FIRESTONE, CO	AERO COMMAND	100	NONE	52
1453	N6441K	062682	LLANO, TX	DOWNER	REPUBLIC R	NONE	324
1454	N58407	062882	CANADIAN, TX	HUGHES	269C	NONE	332
1455	N2880V	062882	GRAHAM, TX	BEECH	35	NONE	330
1456	N7319K	062782	KENNEDALE, TX	CESSNA	172XP	NONE	328
1457	N61791	062982	MARTINSBURG, WV	CESSNA	172	NONE	396
1458	N7027X	063082	FABENS, TX	CESSNA	150A	NONE	336
1459	N91CA	063082	LUBBOCK, TX	BEECH	E18S	MINOR	334
1460	N1370B	070182	CALHAN, CO	LUSCOMBE	8F	NONE	54
1461	N8997E	072982	MARION, MT	PIPER	PA-28-181	NONE	194
1462	N6704	073082	WAHPETON, ND	SIKORSKY	S-55B	NONE	208
1463	N4070B	073182	CHESTERFIELD, MO	BELL	47J-2	NONE	178
1464	N13359	073182	DONNELLY, ID	CESSNA	172M	MINOR	92
1465	N31844	071782	MACKINAC, MI	PIPER	PA-32RT	NONE	164
1466	N88JS	073182	KLAMATH FALLS, OR	MAULE	M-5-210C	NONE	268
1467	N4655C	080482	FAIRBANKS, AK	CESSNA	170B	NONE	12
1468	N9975J	081782	NEAR TRAER, IA	CESSNA	T188C	NONE	82
1469	N4170C	082082	YAKIMA, WA	MAULE	BEE DEE M-	MINOR	386
1470	N57807	082382	CEDAR RAPIDS, IA	AEROSPATIALE	AS-355F	MINOR	84
1471	N1627U	080682	DIXIE, ID	CESSNA	T207	NONE	94
1472	N278T	060882	NEAR DILLINGHAM, AK	PIPER	PA-18	FATAL	2
1473	N8989Q	061682	EDGERLY, LA	AYRES	S-2R	NONE	120
1474	N6473P	061082	CUSHING, OK	CESSNA	152	NONE	252
1475	N48635	071282	JUSTIN, TX	GRUMMAN	G-164A	SERIOUS	352

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1475	N2434E	071282	JUSTIN, TX	CHAMPION	7AC	SERIOUS	354
1476	N4188X	062482	HART, TX	ROCKWELL INT	S2R	NONE	316
1477	N9684	062282	JENNINGS, LA	GRUMMAN	G-164A	NONE	126
1478	N7510	060382	BEEVILLE, TX	BEECH	D18S	NONE	302
1479	N53999	062782	FRIENDSWOOD, TX	RYAN AERONAU	ST3KR (PT	MINOR	326
1480	N555	062082	TULSA, OK	BOEING	A75L300	NONE	254
1481	N731MZ	060882	GOULD, AR	CESSNA	A188B	NONE	22
1482	N5421P	071982	HUNTSVILLE, TX	CESSNA	152	NONE	360
1483	N8691H	070882	MCCRORY, AR	GRUMMAN	G-164A	NONE	32
1484	N24890	070982	BRYAN, TX	CESSNA	152	MINOR	348
1485	N9635J	070982	MARVELL, AR	CESSNA	T188C	NONE	34
1486	N4007Z	070382	AURORA, CO	PIPER	PA-18-150	NONE	56
1487	N303TC	070282	DALLAS, TX	CESSNA	T310P	MINOR	338
1488	N6673G	070382	FORT WORTH, TX	CESSNA	150	NONE	342
1489	N604VP	070482	REFUGIO, TX	GLASSFLUGEL	604	NONE	344
1490	N6446Q	070382	WIMBERLEY, TX	MOONEY	M20F	NONE	340
1491	N2408R	070482	ABBEEVILLE, LA	CESSNA	182G	NONE	132
1492	N24500	070582	NEW ORLEANS, LA	PIPER	J3L-65S	NONE	134
1493	N8187K	061882	BEEDEVILLE, AR	GRUMMAN	G164B	MINOR	24
1494	N5028X	061782	BISHOP, TX	ROCKWELL	S2R	NONE	306
1495	N4920G	061782	HOUSTON, TX	CESSNA	172	NONE	308
1496	N5823M	062182	FORT WORTH, TX	CESSNA	310P	NONE	312
1497	N55276	062582	FORT WORTH, TX	CESSNA	172P ROBER	NONE	320
1498	N96054	061982	LA PORTE, IN	TAYLORCRAFT	BC12-D	MINOR	102
1499	N99481	070282	WAMSUTTER, WY	ERCOUPE	415-C	MINOR	402

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1500	N2228L	061482	STRONGVILLE, OH	BEECH	C23	NONE	248
1501	N8963F	050382	FLINT, MI	HUGHES	269C	NONE	154
1502	N3428G	060282	DUBOIS, PA	DOUGLAS	RB-26C	NONE	280
1503	N6562	070182	EPPS, LA	GRUMMAN	G-164A	NONE	130
1504	N9869	070282	SWIFTON, AR	GRUMMAN	G-164B	SERIOUS	30
1505	N9577M	060582	PLAINWELL, MI	MOONEY	M20F	NONE	156
1506	N5207S	061382	MIDLAND, MI	CESSNA	182RG	NONE	158
1507	N2495N	062282	FRENCH SETTLEMENT, LA	PIPER	PA-38-112	SERIOUS	128
1508	N5514W	062482	QUINLAN, TX	PIPER	PA-28-160	NONE	318
1509	N8267A	061982	PRINCETON, MN	CESSNA	170B	NONE	170
1510	N6897B	070982	CAPE MAY, NJ	PIPER	PA-18-150	NONE	218
1511	N8878M	071582	OAKES, ND	BEECH	A23	NONE	202
1512	N949A	072282	GLENBURN, ND	PIPER	PA-22	MINOR	206
1513	N4448S	071482	RIO HONDO, TX	AIRTRACTOR	AT-301	NONE	356
1514	N5114S	071782	NEAR ALMOSA, CO	PIPER	PA-28R	NONE	60
1515	N52049	051282	CHANDELEUR ISLAND, LA	CESSNA	172P	NONE	116
1516	N1831H	051482	ALLENDALE, SC	CESSNA	310	NONE	290 ✓
1517	N567D	051582	PROSPECTVILLE, PA	AERO COMMAND	680F	NONE	278
1518	N4963M	052682	OAK GROVE, LA	BEECH	58	NONE	118
1519	N45564	061982	LAUREL, MT	LUSCOMBE	8A	NONE	188
1520	N8729H	062282	COY, AR	GRUMMAN	G-164A	NONE	28
1521	N1351H	062182	GRANTS, NM	PIPER	PA-32-300	NONE	222
1522	N4905X	062182	EUDORA, AR	ROCKWELL	INTL S-2R	NONE	26
1523	N2311E	091482	WALLS, MS	BENSON	B8M	MINOR	182
1524	N621Z	070982	FT. WORTH, TX	BEECH	B35	NONE	350

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1525	N34RS	071882	JONESTOWN, TX	BEECH	95-A55	NONE	358
1526	N5771L	071982	GULF OF MEXICO, OF	AEROSPATIALE	AS-350D	NONE	240
1527	N2405Q	070782	MUNESTER, TX	CESSNA	182J	NONE	346
1528	N277SP	052782	AMARILLO, TX	HUGHES	500D	NONE	298
1529	N4359S	052982	NEW DEAL, TX	AIR TRACTOR	AT 301	NONE	300
1530	N972MA	053182	CROSS KEYS, NJ	CESSNA	150H	NONE	214
1531	N25096	062282	DENTON, TX	PIPER	PA-38-112	NONE	314
1532	N1676S	062582	OZONA, TX	SNOW	600-S2C	NONE	322
1533	N3962	062682	BELEN, NM	BEECH	D18S	NONE	224
1534	N7254Y	060682	VANDALIA, OH	PIPER	PA-30	NONE	246
1535	N33329	072182	10 NM E. OF KENDRICK, ID	PIPER	PA-34-200T	FATAL	90
1536	N7304W	072282	HARTSBURG, IL	PIPER	PA-28-180	FATAL	98
1537	N9732K	081282	SHELTON, WA	PIPER	PA32-300	FATAL	384
1538	N93338	022882	VERDI, NV	CESSNA	T210L	FATAL	228
1539	N1589E	012982	5M E. GREENSBURG, KS	CESSNA	172N	FATAL	104
1540	N8801Y	072182	MURDOCK, MN	EAGLE	DW-1	NONE	174
1541	N1914L	072182	BERRIEN SPRINGS, MI	BEECH	B19	NONE	166
1542	N6487D	072082	BILLINGS, MT	CESSNA	172	MINOR	192
1543	N13JR	072482	HEMPSTEAD, TX	SCHLEICHER	ASW-20	MINOR	364
1544	N8218M	072282	AUSTIN, TX	CESSNA	210K	NONE	362
1545	N6689K	072082	HUMNOKE, AR	GRUMMAN	G-164B	NONE	36
1546	N1398F	062182	OLD FORGE, NY	CESSNA	172H	NONE	234
1547	N782Y	071882	MILLBROOK, NY	BEECH	C23	NONE	238
1548	N3365T	062782	LARCHMONT, NY	CESSNA	177	FATAL	236
1549	N6383Y	072582	GUNNISON, CO	PIPER	PA-23C-250	MINOR	64

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1550	N31461	072182	SOMERVILLE, TN	PITTS	S2S	NONE	296
1551	N4175Y	051582	MARION, MT	CESSNA	185A	NONE	184
1552	N2340S	061282	CHUGIAK, AK	PIPER	PA-18-150	FATAL	6
1553	N2087J	071682	STARKWEATHER, ND	CESSNA	T188C	NONE	204
1554	N8265J	072686	OKLAHOMA CITY, OK	VARGA	2150A	MINOR	256
1555	N444Q	072582	AURORA, CO	BEECHCRAFT	C-45H	NONE	62
1556	N758YP	072682	WOODS CROSS, UT	CESSNA	152	NONE	372
1557	N5173H	062382	TALKEETNA, AK	PIPER	PA-14	FATAL	8
1558	N2281Z	062282	LINCOLN, RI	DAVIS	DA-2A	FATAL	288
1559	N84554	062382	MAPLE PLAIN, MN	AERONCA	7AC	SERIOUS	172
1560	N761JP	072982	LOS LUNAS, NM	CESSNA	T210M	NONE	226
1561	N102BL	073082	EL PASO, TX	DOUGLAS	DC-3C	MINOR	366
1562	N3092P	072882	LADYSMITH, WI	PIPER	PA-23	NONE	394
1563	N60003	073182	ROARING SPRINGS, TX	BEECH	C23	NONE	368
1564	N9707M	073182	SANDY, OR	MOONEY	M20F	NONE	266
1565	N2688J	062782	PIMA, AZ	CESSNA	150G	NONE	42
1566	N1838E	063082	NEAR CRESWELL, OR	AERONCA	7AC	SERIOUS	260
1567	N29397	062782	NEAR QGALLALA, NE	CESSNA	177	SERIOUS	210
1568	N22447	073182	NORTH PLATTE, NE	CESSNA	210L	MINOR	212
1569	N5482Q	072682	FRANKLINTON, LA	CESSNA	150L	NONE	136
1570	N7635L	072682	SPRINGDALE, AR	LAKE	LA-4	NONE	38
1571	N3590G	062782	SALISBURY, MA	CALLAIR	A-9	SERIOUS	138
1572	N64BT	061382	CAMBRIA, NY	NA	64	SERIOUS	232
1573	N57023	062082	WASHINGTON TOWNSHIP, NJ	RAVEN	S-66A	SERIOUS	216
1574	N761MZ	032182	WILLIAMSPORT, PA	CESSNA	T210M	FATAL	274

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1575	N72655	071782	WENATCHEE, WA	CESSNA	172M	FATAL	380
1576	N37630	073082	ASHLAND, KY	BENSON	B8M	MINOR	114
1577	N6907Q	071082	CARLTON, WA	BEECH	A23-19	MINOR	376
1578	N118EF	081082	LONG BEACH, CA	AEROSPATIALE	SA-341G	NONE	50
1579	N4777Y	060382	HUMPHREYS PEAK, AZ	CESSNA	T210N	FATAL	40
1580	N369X	082282	NERA KENAI, AK	MAULE	M-5	FATAL	14
1581	N8653Y	061182	ANCHORAGE, AK	PIPER	PA-18	NONE	4
1582	N3563W	051382	MITCHELLVILLE, MD	PIPER	PA-28-161	MINOR	144
1583	N3201P	041682	BIRD ISLAND, MN	MOONEY	M20J	FATAL	168
1584	N45867	050882	AMAGON, AR	MOORE BELL	47D1	FATAL	20
1585	N6896V	032682	MCHENRY, MD	MOONEY	M20F	FATAL	142
1586	N5301Q	081482	JACKSONVILLE, NC	CESSNA	150L	NONE	198
1587	N96046	081482	SPOUT SPRINGS, NC	TAYLORCRAFT	BC12-D	MINOR	196
1588	N4737B	081482	STONE MOUNTAIN, GA	CESSNA	152	NONE	80
1589	N38918	081582	REDMOND, OR	PIPER	PA-28-161	NONE	270
1590	N26922	081782	MEDFORD, OR	GULFSTEAM AM	AA-5A	NONE	272
1591	N3436W	081882	MANHATTAN, KS	PIPER	PA-32-260	MINOR	110
1592	N8436B	081282	OLYMPIA, WA	PIPER	PA-28-161	NONE	382
1593	N2514E	081582	HUNTSVILLE, AL	PIPER	PA-38	NONE	18
1594	N91919	081582	BRITTON, SD	CESSNA	A188B	NONE	292
1595	N2365P	072382	ANTIOCH, IL	PIPER	PA-38	NONE	100
1596	N364W	061682	HUDSONVILLE, MI	BELL	47G-2A	NONE	160
1597	N95464	061982	DODGEVILLE, WI	PIPER	PA-28-140	MINOR	388
1598	N1437X	061982	PARDEEVILLE, WI	PIPER	PA-28-151	MINOR	390
1599	N56339	070482	BLACK RIVER FALLS, WI	PIPER	PA-28-200R	NONE	392

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1600	N4642J	081682	DURANGO, CO	CESSNA	172N	NONE	66

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 8 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1472 6/08/82 NEAR DILLINGHAM, AK A/C Reg. No. N278T Time (Lc1) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

-----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 - YES
Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Cloud Conditions(1st) - 1800 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DILLINGHAM, AK
Destination
NUNAVACHAK, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	- 4945	Last 24 Hrs	- UNK/NR
Make/Model-	81	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	289
Multi-Eng -	825	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED A SIDE OF A MOUNTAIN NEAR HORSESHOE PASS AT AN ELEVATION OF 250 FT ABOVE SEA LEVEL. THE ACCIDENT OCCURRED DURING THE HOURS OF DAYLIGHT WITH VMC PREVAILING.

Brief of Accident (Continued)

File No. - 1472

6/08/82

NEAR DILLINGHAM, AK

A/C Reg. No. N278T

Time (Lcl) - UNK/NR

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1581 6/11/82 ANCHORAGE, AK A/C Reg. No. N8653Y Time (Lc1) - 1610 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -TEST	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 - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAND LAKE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SAND LAKE
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - WATER - CALM
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 754
SE LAND, SE SEA	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 754
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT BEFORE TAKEOFF, HE HAD TROUBLE GETTING THE ENGINE TO DEVELOP POWER. HE CALLED A MECHANIC WHO ADVISED THAT CONDITIONS WERE RIGHT FOR CARBURETOR ICING. THE MECHANIC SUGGESTED RUNNING THE ENGINE WITH CARBURETOR HEAT APPLIED. THE PILOT DID THIS AND SAID THAT IT HELPED, SO HE TOOK OFF TO TEST THE ENGINE OPERATION IN FLIGHT. HE CIRCLED SEVERAL TIMES WHILE FLYING WITH THE CARBURETOR HEAT ON, THEN TURNED THE HEAT OFF. WITH THE HEAT OFF, THE ENGINE RPM INCREASED FOR A FEW SECONDS, AND THEN ACCORDING TO THE PILOT, THE ENGINE SPUTTERED AND LOST POWER. THE PILOT REAPPLIED THE CARBURETOR HEAT, BUT THE ENGINE DID NOT RESPOND FULLY. THE AIRCRAFT WAS DAMAGED WHILE LANDING IN A SPRUCE COVERED, SWAMPY AREA.

Brief of Accident (Continued)

File No. - 1581

6/11/82

ANCHORAGE, AK

A/C Reg. No. N8653Y

Time (Lc1) - 1610 ADT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM, CARBURETOR - ICE
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
 5. TERRAIN CONDITION - WET
 6. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1552 6/12/82 CHUGIAK, AK A/C Reg. No. N2340S Time (Lcl) - 2200 ADT

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

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

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

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	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	Last Departure Point	OFF AIRPORT/STRIP
Method	UNK/NR	
Completeness	Destination	Airport Data
Basic Weather	UNK/NR	Runway Ident
Wind Dir/Speed-		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 20.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface
- 5000 FT OVERCAST	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Runway Status
Obstructions to Vision-	Type Approach Flown	- N/A
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	- 47	Last 24 Hrs - UNK/NR
	Months Since	- 47	Last 30 Days- UNK/NR
	Aircraft Type	- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT CONTACTED HIS FLIGHT INSTRUCTOR BY PHONE ON THE DAY OF THE ACCIDENT & INFORMED HIM THAT HE WAS GOING TO USE HIS OWN ACFT FOR A FISHING TRIP. HE ALSO STATED THAT A COMMERCIALY RATED PLT WOULD BE GOING ALONG & WOULD BE FLYING THE ACFT. THE PASSENGER HAD A STUDENT PLT CERTIFICATE & HAD MADE APPLICATION FOR OWNERSHIP 2 DAYS BEFORE THE ACCIDENT. THE ACFT IMPACTED IN A NEAR VERTICAL ATTITUDE.

Brief of Accident (Continued)

File No. - 1552

6/12/82

CHUGIAK, AK

A/C Reg. No. N2340S

Time (Lc1) - 2200 ADT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1557 6/23/82 TALKEETNA, AK A/C Reg. No. N5173H Time (Lcl) - 2200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire ON GROUND

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

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

Make/Model - PIPER PA-14
Landing Gear - FLOAT
Max Gross Wt - 1700
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A3B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 100.0 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
LAKE HOOD, 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 - 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 SEA

Age - 29
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 137	Last 24 Hrs -	4
Make/Model-	137	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	63

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STEP TAXIED THE FLOAT PLANE TO THE NORTH END OF NEIL LAKE IN PREPARATION FOR A SOUTH TAKEOFF. APPROACHING THE NORTH SHORE, A LEFT STEP TURN WAS INITIATED TO POSITION THE AIRCRAFT TO THE SOUTH FOR A TAKEOFF. DURING THE TURN, WHILE STILL ON A NORTHERLY HEADING, THE AIRCRAFT LIFTED OFF THE WATER. DURING AN ATTEMPT TO CONTINUE THE TAKEOFF, THE RIGHT FLOAT HIT THE TOPS OF TWO TREES, AND SUBSEQUENTLY, THE PLANE CRASHED AND BEGAN BURNING. THE AIRCRAFT WAS ESTIMATED TO BE ABOUT 300 LBS OVER THE MAXIMUM GROSS WEIGHT LIMIT.

Brief of Accident (Continued)

File No. - 1557

6/23/82

TALKEETNA, AK

A/C Reg. No. N5173H

Time (Lc1) - 2200 ADT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED - IMPROPER - PILOT IN COMMAND
 3. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
 4. ABORT - NOT PERFORMED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

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

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

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. - 1439 6/23/82 FAIRBANKS, AK A/C Reg. No. N26355 Time (Lcl) - 0608 ADT

-----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	0	1

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 280 HP	

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

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

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1123
SE LAND, SE SEA	Months Since - 1	Make/Model- 1123
	Aircraft Type - UNK/NR	Instrument- 77
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED EMMONAK AT 0157 ADT. WHILE APPROACHING FAIRBANKS THE ENGINE QUIT & THE ACFT NOSED OVER DURING AN EMERGENCY LANDING ON A MUDFLAT. NO USEABLE FUEL WAS FOUND IN THE FUEL TANKS & THE FUEL LINES WERE EMPTY.

Brief of Accident (Continued)

File No. - 1439

6/23/82

FAIRBANKS, AK

A/C Reg. No. N2635S

Time (Lc1) - 0608 ADT

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 CONSUMPTION CALCULATIONS - INACCURATE - 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 - SAND BAR
-

----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. - 1467 8/04/82 FAIRBANKS, AK A/C Reg. No. N4655C Time (Lcl) - 2130 ADT

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

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

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL C-145-2H	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- 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	FAIRBANKS INTERNATIONAL
Wind Dir/Speed	- 300/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 01L
Cloud Conditions(1st)	- 5000 FT SCATTERED	Type of Clearance	- 10300/ 150
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1800	Last 24 Hrs - 1
SE LAND	Months Since - 3	Make/Model - 17	Last 30 Days - 0
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 110	Last 90 Days - 54
		Multi-Eng - 2	Rotorcraft - 1741

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING WITH A LIGHT CROSSWIND FROM THE LEFT, THE AIRCRAFT BOUNCED. THE PILOT REPORTED THAT THE NOSE BECAME CANTED TO THE LEFT BEFORE THE SECOND TOUCHDOWN. HE THEN LOST CONTROL. THE AIRCRAFT SKIDDED SIDEWAYS AND THE RIGHT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1467

8/04/82

FAIRBANKS, AK

A/C Reg. No. N4655C

Time (Lcl) - 2130 ADT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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 ATTACHMENT - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1580 8/22/82 NERA KENAI, AK A/C Reg. No. N369X Time (Lcl) - 1240 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR		Fatal	0	0	0
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -STANDING						

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

Make/Model - MAULE M-5	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE HOOD ANCH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - WATER
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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND, SE SEA	Months Since - 3	Make/Model- 418
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER WAS STRUCK BY THE PROPELLER WHILE HE WAS ATTEMPTING TO ASSIST IN BEACHING THE FLOAT PLANE. THE PILOT STATED THAT AS HE BEACHED THE AIRCRAFT AND WAS SHUTTING DOWN THE ENGINE, THE PASSENGER (CONTRARY TO REPEATED INSTRUCTIONS) EXITED THE CABIN. REPORTEDLY, THE PASSENGER THEN RAN FORWARD ON THE FLOAT AND INTO THE PROPELLER THAT WAS STILL COASTING.

Brief of Accident (Continued)

File No. - 1580

8/22/82

NERA KENAI, AK

A/C Reg. No. N369X

Time (Lcl) - 1240 ADT

Occurrence PROPELLER/ROTOR CONTACT

Phase of Operation STANDING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 2. SAFETY ADVISORY - NOT FOLLOWED - PASSENGER
-

----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. - 1418 7/13/82 CENTRE,AL A/C Reg. No. N28872 Time (Lcl) - 0715 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	-CRUISE						

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

Make/Model	- HILLER UH-12E	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2750	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 305 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 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>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 915
SE LAND	Months Since - 16	Make/Model- 110
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 56
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 92
		Rotorcraft - 443

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE RETURNING FROM A SPRAYING OPERATION, THE PILOT WAS FLYING LOW TOWARD THE RISING SUN WHEN THE HELICOPTER COLLIDED WITH POWER LINES. AN AUTOROTATION WAS INITIATED, BUT THE SKIDS COLLAPSED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1418

7/13/82

CENTRE,AL

A/C Reg. No. N28872

Time (Lcl) - 0715 CDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. OBJECT - WIRE,TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

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) 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. - 1593 8/15/82 HUNTSVILLE, AL A/C Reg. No. N2514E Time (Lcl) - 1500 CDT

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

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

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

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORTH HUNTSVILLE
Wind Dir/Speed- 130/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3775 -UNK/NR
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 3500 FT OVERCAST	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 56
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 56
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A FLIGHT CHECK TO OBTAIN A PRIVATE PILOT CERTIFICATE. THE FLIGHT EXAMINER HAD INSTRUCTED HIM TO STAY IN THE PATTERN AND DEMONSTRATE A SHORT FIELD APPROACH AND LANDING. THE FLIGHT EXAMINER STATED THAT ON FINAL APPROACH, THE AIMING POINT SEEMED A LITTLE SHORT, BUT OTHERWISE, THE APPROACH WAS SATISFACTORY UNTIL THE STUDENT SUDDENLY REDUCED THE POWER. THE AIRCRAFT BEGAN TO SETTLE AND THE STUDENT WAS INSTRUCTED TO GET THE NOSE UP. HE RAISED THE NOSE, BUT DID NOT APPLY POWER. THE EXAMINER THEN APPLIED POWER, BUT THE AIRCRAFT CONTINUED TO SETTLE AND THE RIGHT MAIN GEAR STRUCK A FENCE POST ABOUT 30 FT SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1593

8/15/82

HUNTSVILLE, AL

A/C Reg. No. N2514E

Time (Lcl) - 1500 CDT

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. SUPERVISION - INADEQUATE - CHECK PILOT
-

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. - 1584 5/08/82 AMAGON, AR

A/C Reg. No. N45867

Time (Lc1) - 0181 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

Make/Model - MOORE BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2200
No. of Seats - 1

Eng Make/Model - FRANKLIN O-335-5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 11 LBS THRUST

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 38

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	201
Make/Model	18
Instrument	16
Multi-Eng	14
Last 24 Hrs	0
Last 30 Days	0
Last 90 Days	UNK/NR
Rotorcraft	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO TEST THE AERIAL SPRAY EQUIPMENT. AFTER STARTING AND WARMING THE ENGINE, THE PILOT TOOK OFF, FLEW ABOUT 1/4 MI SOUTH, THEN FLEW NORTH. A MOTORIST STATED THAT HE SAW BLACK SMOKE COMING FROM THE HELICOPTER. TWO TEEN-AGERS HEARD POPPING SOUNDS, AND REPORTEDLY, THE ENGINE WAS BACKFIRING, STOPPIN AND STARTING. ABOUT 1 MI NORTH OF THE DEPARTURE POINT, THE HELICOPTER IMPACTED AND TRAVELED 82 FT BEFORE STOPPING. AN INVESTIGATION REVEALED THE ENGINE HAD OPERATED ABOUT 17 HRS SINCE A MAJOR OVERHAUL ON 5/20/78. THE LAST REPORTED INSPECTION WAS ON 3/24/82. AN ENGINE TEARDOWN REVEALED HEAVY RUST AND CORROSION IN THE CARBURETOR, EXTREMELY DIRTY AIR CLEANER, OLD AND SEVERELY WORN SPANK PLUGS, MODERATE RUST AND CORROSION IN THE CYLINDER BARRELS, HEAVY DEPOSITS ON THE PISTON HEADS, AND MODERATE SCORING OF THE PISTON SKIRTS. ACCORDING TO THE PILOT'S PARENTS, THE ENGINE WOULD "POP" WHEN IT WAS FIRST STARTED AND THE PILOT HAD THE IDLE SET FASTER THAN NORMAL TO KEEP IT FROM RUNNING ROUGH.

Brief of Accident (Continued)

File No. - 1584

5/08/82

AMAGON,AR

A/C Reg. No. N45867

Time (Lcl) - 0181 CDT

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

Finding(s)

1. INSPECTION OF AIRCRAFT - INADEQUATE -
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - CORRODED
4. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
5. ENGINE ASSEMBLY,CYLINDER - CORRODED
6. IGNITION SYSTEM, SPARK PLUG - WORN
7. ENGINE ASSEMBLY, PISTON - OTHER

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

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1481

6/08/82

GOULD,AR

A/C Reg. No. N731MZ

Time (Lcl) - 1245 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-MANEUVERING				

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL IO-520-D
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- 225/015 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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 - DIRT
Runway Status - WET
WATER COVERED

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1355
Make/Model- 600
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THERE WERE TREES ON THE EAST END OF THE FIELD THAT HE WAS FERTILIZING AND THE WIND WAS FROM THE SOUTHWEST AT 15, GUSTING 20 KTS. THE TEMPERATURE WAS ABOUT 90 DEGREES. THE PILOT REPORTED THAT WHEN HE WAS TURNING TO GO INTO THE FIELD, A GUST OF WIND FROM UNDER THE HIGH WING WAS ENCOUNTERED, AFTER ENCOUNTERING THE GUST, THE PLANE NEARLY BECAME INVERTED. DURING RECOVERY, THE PILOT STARTED DUMPING HIS LOAD, BUT WAS UNABLE TO GET THE PLANE LIGHT ENOUGH TO FLY BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1481

6/08/82

GOULD,AR

A/C Reg. No. N731MZ

Time (Lcl) - 1245 CDT

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. WEATHER CONDITION - GUSTS
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. LOAD JETTISON - INITIATED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 1493 6/18/82 BEEDEVILLE, AR A/C Reg. No. N8187K Time (Lcl) - 1615 CDT

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

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

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

Make/Model - GRUMMAN G164B	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 - 2000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
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 - VISUAL STRAIGHT-IN	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4700
SE LAND	Months Since - 4	Make/Model- 4700
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE AGRICULTURAL AIRCRAFT LOST POWER DURING TAKEOFF. THE PILOT JETTISONED THE LOAD AND MADE A FORCED LANDING IN A RICE FIELD. DURING THE LANDING, THE AIRCRAFT NOSED OVER IN SOFT MUDDY TERRAIN.

Brief of Accident (Continued)

File No. - 1493

6/18/82

BEEDEVILLE, AR

A/C Reg. No. N8187K

Time (Lc1) - 1615 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET
5. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1522 6/21/82 EUDORA, AR A/C Reg. No. N4905X Time (Lcl) - 0900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - ROCKWELL INTL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 7000
No. of Seats - 1

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

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

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7055 Last 24 Hrs - 2
Make/Model- 4000 Last 30 Days- UNK/NR
Instrument- 13 Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

SINCE THE AIRCRAFT HAD NOT FLOWN FOR TWO MONTHS, THE PILOT WAS ON A FLIGHT TO CHECK THE SYSTEMS BEFORE FLYING FOR HIRE. THE PILOT FLEW OVER AN UNPOPULATED AREA OF THE MISSISSIPPI RIVER WITH CLEAR WATER IN THE SPRAY TANKS. HE STATED THAT WHILE HE WAS SPRAYING AND LOOKING FOR PROBLEMS, HE GOT IN A LEFT WING LOW, NOSE LOW ATTITUDE, AND THE AIRCRAFT STRUCK THE WATER IN A GLANCING BLOW. THE AIRCRAFT WAS DAMAGED, BUT THE PILOT WAS ABLE TO CONTINUE FLYING AND LAND WITH VERY LITTLE ADDITIONAL DAMAGE. THE PILOT STATED THAT THE RIVER WATER WAS CALM AND THE SURFACE WAS GLASSY.

Brief of Accident (Continued)

File No. - 1522

6/21/82

EUDORA, AR

A/C Reg. No. N4905X

Time (Lc1) - 0900 CDT

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

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
 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. - 1520 6/22/82 COY, AR A/C Reg. No. N8729H Time (Lcl) - 1130 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 -LANDING					

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

Make/Model - GRUMMAN G-164A	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 - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 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 - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 11050
SE LAND,ME LAND	Months Since - 6	Make/Model- 6500
	Aircraft Type - UNK/NR	Instrument- 675
		Multi-Eng - 1500
		Last 24 Hrs - 7
		Last 30 Days- 50
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER AS HE WAS PULLING UP FROM A SWATH RUN. HE PUMPED THE THROTTLE SEVERAL TIMES, THE ENGINE REGAINED POWER MOMENTARILY, THEN QUIT. THE PILOT DUMPED HIS LOAD AND MADE A FORCED LANDING IN A MUDDY FIELD. AS THE PLANE WAS SLOWING DURING THE LANDING ROLL, THE MAIN GEAR SANK INTO THE MUD AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1520

6/22/82

COY, AR

A/C Reg. No. N8729H

Time (Lc1) - 1130 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1504

7/02/82

SWIFTON, AR

A/C Reg. No. N9869

Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

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

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - 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
JONESBORO, AR
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, ME LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1750
Make/Model- 126
Instrument- 90
Multi-Eng - 90
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ENGAGED IN AN AERIAL APPLICATION FLIGHT OVER A RICE FIELD WITH MULTIPLE HIGH TENSION WIRES. AT THE BEGINNING OF A SWATH RUN, THE AIRCRAFT STRUCK POWER LINES AND CRASHED. THE PILOT HAD NO RECOLLECTION OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1504

7/02/82

SWIFTON, AR

A/C Reg. No. N9869

Time (Lc1) - 1530 CDT

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

Finding(s)

1. OBJECT - SOFT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1483 7/08/82 MCCRORY, AR A/C Reg. No. N8691H Time (Lc1) - 1030 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND	Months Since - 21	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AGRICULTURE AIRCRAFT LOST POWER DURING TAKEOFF AND AN EMERGENCY FORCED LANDING WAS MADE IN A SOYBEAN FIELD. DURING THE LANDING ROLL, THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1483

7/08/82

MCCRORY,AR

A/C Reg. No. N8691H

Time (Lcl) - 1030 CDT

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

Finding(s)
1. UNDETERMINED

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1485 7/09/82 MARVELL, AR A/C Reg. No. N9635J Time (Lcl) - 1000 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	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	0	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TS10-520-T	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	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- 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;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">PRIVATE AG STRIP</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2650 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 5812</p> <p style="padding-left: 20px;">Make/Model- 1800</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - 1002</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>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN AERIAL APPLICATION OF AN OIL-BASED MATERIAL RESULTED IN A SMEARING OF THE WINDSCREEN. THE PILOT LANDED ON A GRASS STRIP TO CLEAR THE WINDSCREEN, AND DURING, THE LANDING, THE AIRCRAFT FLIPPED OVER. THE PILOT SAID WHEN HE APPLIED BRAKES, THE LEFT WHEEL BROKE OFF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1485

7/09/82

MARVELL,AR

A/C Reg. No. N9635J

Time (Lc1) - 1000 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)

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

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. LANDING GEAR,WHEEL - UNDETERMINED

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) 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. - 1545 7/20/82 HUMNOKE, AR A/C Reg. No. N6689K Time (Lcl) - 1400 CDT

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

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

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

Make/Model - GRUMMAN G-164B	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ISBELLS STRIP
Wind Dir/Speed- 220/002 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2250 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2081
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 925
		Instrument- 19
		Last 30 Days- UNK/NR
		Last 90 Days- 325
		Multi-Eng - 86

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THE LEFT MAIN GEAR GOT OFF THE SIDE OF THE ROUGH AIRSTRIP AND INTO A RICE FIELD. SUBSEQUENTLY, THE PLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1545

7/20/82

HUMNOKE, AR

A/C Reg. No. N6689K

Time (Lcl) - 1400 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1570 7/26/82 SPRINGDALE, AR A/C Reg. No. N7635L Time (Lc1) - 1035 CDT

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

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

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

Make/Model	- LAKE LA-4	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 6.0 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 SPRINGDALE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ROUGH</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5250
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 8	Make/Model- 2
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 505
		Multi-Eng - 1975
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 158
		Rotorcraft - 1240

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING TAKEOFF FROM A TOUCH-AND-GO LANDING, THE ENGINE WENT TO ABOUT IDLE POWER. DURING A FORCED LANDING, THE LEFT WING AND NOSE COLLIDED WITH TREES. REPORTEDLY, THE ENGINE STARTED DEVELOPING FULL POWER JUST AS THE AIRCRAFT COLLIDED WITH TREES. NO MECHANICAL MALFUNCTIONS OR FAILURES WERE VERIFIED.

Brief of Accident (Continued)

File No. - 1570

7/26/82

SPRINGDALE, AR

A/C Reg. No. N7635L

Time (Lcl) - 1035 CDT

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 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. - 1579 6/03/82 HUMPHREYS PEAK,AZ A/C Reg. No. N4777Y Time (Lcl) - 1925 MST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520R	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 - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PAGE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SCOTTSDALE,AZ	
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4400
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TE ACFT IMPACTED HUMPHREYS PEAK AT 10,200 FT MSL. THE LAST WX OBSERVATION AT GRAND CANYON WAS AT 1745. THE REPORTED WWX WAS A CLEAR SKY & 50 MI VISIBILITY.

Brief of Accident (Continued)

File No. - 1579

6/03/82

HUMPHREYS PEAK,AZ

A/C Reg. No. N4777Y

Time (Lcl) - 1925 MST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. DISTANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1565 6/27/82 PIMA,AZ A/C Reg. No. N2688J Time (Lcl) - 1650 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 097/010 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
GLENDALE,AZ
Destination
FLYING J. RANCH,AZ

Airport Proximity
ON AIRPORT

Airport Data

FLYING J. RANCH
Runway Ident - 18
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - DIRT
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 - 48

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	211	Last 24 Hrs -	3
Make/Model-	211	Last 30 Days-	UNK/NR	
Instrument-	UNK/NR	Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED TRAFFIC TO LAND ON RUNWAY 36. HE REPORTED THAT THE WIND WAS FROM 97 DEGREES AT 10 GUSTING 15 KNOTS. WHILE LANDING, HE FELT THE TOUCHDOWN WOULD BE TOO FAR FROM THE APPROACH END, SO HE INITIATED A GO-AROUND. THE DENSITY ALTITUDE WAS ESTIMATED TO BE 6500 FT AND THE AIRCRAFT PERFORMANCE WAS SLUGGISH. THE PILOT REPORTED THAT THE AIRCRAFT DRIFTED TO THE RIGHT, AND WHEN HE BLEW OFF THE FLAPS, THE PLANE SETTLED. SUBSEQUENTLY, THE NOSE GEAR STRUCK A BUSH AND THE PLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1565

6/27/82

PIMA, AZ

A/C Reg. No. N2688J

Time (Lc1) - 1650 MST

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 8. TERRAIN CONDITION - HIGH VEGETATION
 9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 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) 3,5,7,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1442 2/03/82 MT. HAMILTON, CA A/C Reg. No. N3579T Time (Lcl) - 1240 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - TAYLORCRAFT F19
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 0.0
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REID HILLVIEW
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE RANCH
Runway Ident - 09
Runway Lth/Wid - 2300 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1260
Make/Model- 23
Instrument- 68
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 14
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE PILOT'S RIGHT HEEL SLIPPED OFF OF THE RIGHT HEEL BRAKE WHILE HE WAS APPLYING BRAKES. SUBSEQUENTLY, THE AIRCRAFT VEERED TO THE LEFT BEFORE HE RELEASED THE LEFT BRAKE. THE RIGHT MAIN GEAR COLLAPSED AS THE AIRCRAFT STOPPED IN A SMALL DITCH NEAR THE EDGE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1442

2/03/82

MT. HAMILTON, CA

A/C Reg. No. N3579T

Time (Lc1) - 1240 PST

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1405 6/21/82 ONTARIO, CA A/C Reg. No. N707JF Time (Lcl) - 2106 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
DESTROYED
Fire
ON GROUND

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/007 KTS

Visibility - 3.0 SM

Cloud Conditions(1st) - 1200 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

PHOENIX, AZ

Destination

LA VERNE, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

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

PRIVATE
SE LAND, ME LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2570

Make/Model- 157

Instrument- UNK/NR

Multi-Eng - 1520

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DESCENDING NEAR BANNING, CA, THE PILOT LOWERED THE GEAR AFTER BECOMING AWARE OF A POPPED CIRCUIT BREAKER. AT THE DESTINATION, THERE WAS AN OVERCAST WITH THE TOPS AT 4500 FT, SO HE DIVERTED TOWARD BURBANK, CA WITH THE GEAR DOWN. THE OVERCAST EXTENDED THROUGHOUT THE AREA, SO HE TURNED BACK TO LAND AT PALM SPRINGS. WHILE EN ROUTE, THE LEFT ENGINE LOST POWER, BUT REPORTEDLY, IT WAS NOT FEATHERED, NOR WAS THE ELECTRIC FUEL BOOST PUMP ACTIVATED. THE PILOT STATED HE REPOSITIONED THE FUEL SELECTORS, BUT HE COULD NOT RECALL TO WHICH POSITIONS. DURING THE ATTEMPTED RESTART, THE PLANE DESCENDED INTO THE OVERCAST. THE PILOT THROTTLED BACK AND BROKE OUT AT ABOUT 1700 FT MSL. SOMETIME DURING THE DESCENT, THE GEAR WAS RETRACTED. SUBSEQUENTLY, THE LEFT WING STRUCK A LIGHT POLE WHILE LANDING WHEELS-UP IN A STREET AT NIGHT. THE PLANE SLID ABOUT 550 FT TO A STOP AND BEGAN BURNING. THE RIGHT MAIN TANK STILL CONTAINED AN ESTIMATED 10 TO 15 GALLONS OF FUEL. THE OTHER FUEL TANKS WERE AT OR NEAR EMPTY. LATER, BOTH ENGINES WERE STARTED AND PERFORMED NORMALLY.

Brief of Accident (Continued)

File No. - 1405

6/21/82

ONTARIO,CA

A/C Reg. No. N707JF

Time (Lc1) - 2106 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - IMPROPER - PILOT IN COMMAND
5. GEAR RETRACTION - DELAYED - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING
7. FLIGHT TO ALTERNATE DESTINATION - CONTINUED - PILOT IN COMMAND
8. FLUID,FUEL - STARVATION
9. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

10. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
11. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
12. WHEELS UP LANDING - INITIATED - PILOT IN COMMAND

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

Finding(s)

13. LIGHT CONDITION - DARK NIGHT
14. OBJECT - UTILITY POLE

Occurrence #5 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) 8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1404 6/22/82 IMPERIAL, CA A/C Reg. No. N9979P Time (Lc1) - 0600 PDT

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

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

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

Make/Model	- PIPER PA-36-285	Eng Make/Model	- CONTINENTAL 6-285A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 285 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	FORRESTER & NORTHINGTON
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 09
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 2600/ 100
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- DIRT
Condition of Light	Type Approach Flown	Runway Status
	- NONE	- WET

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 3891
SE LAND, ME LAND	Months Since	- 6	Make/Model - 25
	Aircraft Type	- UNK/NR	Instrument - UNK/NR
		Multi-Eng	- 189
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS UNABLE TO MAINTAIN AIRSPEED AND ALTITUDE AFTER TAKING OFF FROM A WET AND MUDDY RUNWAY. HE CLOSED THE THROTTLE AND LANDED IN A COTTON FIELD, BUT WAS UNABLE TO STOP THE AIRCRAFT BEFORE HITTING A DITCH. REPORTEDLY, THE PREVIOUS (FIRST) TAKEOFF REQUIRED AN EXCESSIVE AMOUNT OF RUNWAY AND THE PILOT HAD INSTRUCTED THE HELPER TO REDUCE THIS LOAD BY 400 LBS. THE OWNER SAID THAT SOME SPRAY MATERIAL (SULFUR) HAD REMAINED IN THE HOPPER AFTER PREVIOUS FLIGHTS AND THAT THE HELPER HAD NOT LOOKED INTO THE HOPPER BEFORE ADDING SULFUR FOR THIS FLIGHT. ALSO, THE PILOT SAID THAT HE DID NOT VISUALLY CHECK THE QUANTITY OF THE LOAD BEFORE STARTING HIS TAKEOFF. REPORTEDLY, THE ENGINE RPM AND MANIFOLD PRESSURE WERE NORMAL DURING THE TAKEOFF ROLL, AND THE AIRCRAFT CONTINUED TO THE END OF THE RUNWAY WHERE IT HIT A BERM AND BECAME AIRBORNE IN A NOSE HIGH ATTITUDE. AFTER THE ACCIDENT, THE HOPPER WAS FOUND TO BE NEARLY FULL.

Brief of Accident (Continued)

File No. - 1404

6/22/82

IMPERIAL, CA

A/C Reg. No. N9979P

Time (Lc1) - 0600 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
5. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
7. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1578 8/10/82 LONG BEACH, CA A/C Reg. No. N118EF Time (Lc1) - 1522 PDT

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

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

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

Make/Model	- AEROSPATIALE SA-341G	Eng Make/Model	- TURBOMECA ASTAZOU IIIA	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3970	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 592 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NWS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- PARTIAL, LMTD BY FCSTR	Airport Data	
Basic Weather	- VMC	LONG BEACH	
Wind Dir/Speed	- 240/010 KTS	Runway Ident	- UNK/NR
Visibility	- 10.0 SM	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- NONE	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 3987
SE LAND, ME LAND	Months Since - 1	Make/Model	- 19
HELICOPTER	Aircraft Type - BELL206	Instrument	- 285
		Multi-Eng	- 318
		Last 24 Hrs	- 4
		Last 30 Days	- 35
		Last 90 Days	- 227
		Rotorcraft	- 2945

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED FOR DUAL FLIGHT INSTRUCTION OF SEVERAL STUDENTS. THE INSTRUCTOR PILOT (IP) STATED THAT HE HELD THE CONTROLS WHILE HIS SECOND STUDENT EXITED AND THE THIRD STUDENT GOT IN AND ADJUSTED HIS SEAT AND PEDALS. AFTER PERFORMING THE BEFORE TAKEOFF CHECKS, THE STUDENT PILOT BEGAN TO BRING THE HELICOPTER TO A HOVER. AS THE STUDENT BEGAN TO HOVER, THE IP LOOKED TO THE LEFT IN THE DIRECTION THAT THEY INTENDED TO HOVER. HE STATED THAT BEFORE HE COMPLETED THE CLEARING GLANCE, HE FELT THE HELICOPTER PITCH FORWARD AND TO THE RIGHT. SUBSEQUENTLY, THE FORWARD PART OF THE RIGHT SKID HIT THE GROUND AND THE HELICOPTER WENT OUT OF CONTROL. THE IP STATED THAT HE TOOK CONTROL AND FELT EXTREME RIGHT/FORWARD PRESSURE ON THE CYCLIC, THE RIGHT PEDAL FELT STUCK, AND THE COLLECTIVE HAD AN EXTREME DOWNWARD PRESSURE. DURING THE INVESTIGATION, THE 3 MAIN HYDRAULIC SERVOS AND TAIL ROTOR SERVO WERE FOUND OPERATIONAL. NO EVIDENCE OF A PREIMPACT STRUCTURAL FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1578

8/10/82

LONG BEACH, CA

A/C Reg. No. N118EF

Time (Lc1) - 1522 PDT

Occurrence LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAXI - AERIAL

Finding(s)

1. UNDETERMINED

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT

----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. - 1452 6/28/82 FIRESTONE,CO A/C Reg. No. N4084X Time (Lcl) - 2020 MDT

-----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 - AERO COMMANDER 100
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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 - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
GALLUP,NM
Destination
FIRESTONE,CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FREDRICK-FIRESTONE
Runway Ident - 32
Runway Lth/Wid - 3000/ 40
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 600 Last 24 Hrs - UNK/NR
Make/Model- 12 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST PURCHASED THE AIRCRAFT AND WAS FERRYING IT FROM CALIFORNIA TO COLORADO. HE STATED THAT DURING THE LANDING AT FIRESTONE, COLORADO, THE SEAT WAS TOO FAR AFT AND HE WAS UNABLE TO APPLY THE BRAKES. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY, WENT THROUGH A FENCE, AND COLLIDED WITH A FLAT-BED TRAILER.

Brief of Accident (Continued)

File No. - 1452

6/28/82

FIRESTONE,CO

A/C Reg. No. N4084X

Time (Lc1) - 2020 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. MISCELLANEOUS EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)
4. OBJECT - FENCE
5. OBJECT - VEHICLE

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

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

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. - 1460 7/01/82 CALHAN, CO A/C Reg. No. N1370B Time (Lcl) - 1200 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - LUSCOMBE 8F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 140/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 11000 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
FORT COLLINS, CO

Airport Proximity
ON AIRPORT

Airport Data

CALHAN
Runway Ident - 35
Runway Lth/Wid - 4000/ 100
Runway Surface - GRAVEL
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 - 24
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 1939	Last 24 Hrs	- 2
Make/Model-	98	Last 30 Days-	UNK/NR
Instrument-	139	Last 90 Days-	33
Multi-Eng -	225		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF FROM AN AIRPORT WITH A DENSITY ALTITUDE OF ABOUT 9500 FT. AFTER LIFT-OFF, THE AIRCRAFT REACHED AN ALTITUDE OF ABOUT 100 FT AGL AND THEN STOPPED CLIMBING. THE PILOT INITIATED EMERGENCY PROCEDURES WHICH INCLUDED LEANING THE MIXTURE AND APPLYING CARBURETOR HEAT MOMENTARILY, BUT THESE DID NOT HELP. WHEN IT BECAME OBVIOUS THAT THE PLANE WAS GOING TO SETTLE INTO RISING TERRAIN, A SLIGHT TURN WAS MADE TO PICK THE MOST FAVORABLE PLACE TO TOUCH DOWN. WHEN THE AIRCRAFT TOUCHED DOWN, THE MAIN GEAR WAS DAMAGED AND THE PLANE WENT THROUGH A FENCE AND NOSED OVER. AN INVESTIGATION REVEALED THAT THE PLANE WAS LOADED ALMOST TO ITS MAXIMUM GROSS WEIGHT LIMIT. AN INSPECTION AND RUN-UP OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1460

7/01/82

CALHAN, CO

A/C Reg. No. N1370B

Time (Lc1) - 1200 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1486 7/03/82 AURORA,CO A/C Reg. No. N4007Z Time (Lcl) - 0830 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----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-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 200/005 KTS
Visibility - 80.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AURORA,CO
Destination
AURORA,CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

COLUMBINE
Runway Ident - 07
Runway Lth/Wid - 2550/ 80
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7227
Last 24 Hrs - 2
Make/Model- 38
Last 30 Days- 50
Instrument- 694
Last 90 Days- 177
Multi-Eng - 4377

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND (PIC) WAS REFAMILIARIZING HIMSELF IN THE PIPER PA-18. HE WAS OCCUPYING THE FRONT SEAT WHILE THE OWNER WAS ACTING AS SECOND-IN-COMMAND IN THE BACKSEAT. ON THE THIRD LANDING, THE AIRCRAFT ENCOUNTERED SOFT TERRAIN TOWARDS THE END OF THE ROLL-OUT. THE PIC STATED THAT APPLICATION OF BRAKES COMPOUNDED THE PROBLEM WITH THE WHEELS DIGGING IN, RESULTING IN A NOSE OVER. IN A TELEPHONE CONVERSATION, THE PIC ADMITTED THAT THE APPROACH WAS HIGH AND FAST AND THAT HE OVERSHOT THE PLANNED TOUCHDOWN POINT. THE OWNER STATED THAT THE AIRCRAFT WAS EQUIPPED WITH OVERSIZE TIRES AND CLEVELAND BRAKES.

Brief of Accident (Continued)

File No. - 1486

7/03/82

AURORA, CO

A/C Reg. No. N4007Z

Time (Lcl) - 0830 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1420 7/13/82 ENGLEWOOD, CO A/C Reg. No. N8277D Time (Lcl) - 1530 MDT

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

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

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

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KIRBYVILLE, TX	ARAPAHOE COUNTY
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 34L
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5150/ 150
Cloud Conditions(1st) - 8000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 837
SE LAND,ME LAND	Months Since - 2	Make/Model- 90
	Aircraft Type - UNK/NR	Instrument- 97
GLIDER		Multi-Eng - 57
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING POWER OFF APPROACHES THE PILOT UNDERSHOT THE RUNWAY AND LANDED SHORT. POWER WAS ADDED BUT NOT SOON ENOUGH TO PREVENT AN ACCIDENT. THE AIRCRAFT CONTACTED THE GROUND, TURNED 90 DEGREES, SLID 50 YARDS AND STOPPED.

Brief of Accident (Continued)

File No. - 1420

7/13/82

ENGLEWOOD, CO

A/C Reg. No. N8277D

Time (Lc1) - 1530 MDT

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

Finding(s)

1. DISTANCE - MISJUDGED - DUAL STUDENT
 2. ALTITUDE - MISJUDGED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
-

-----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. - 1514

7/17/82

NEAR ALMOSA,CO

A/C Reg. No. N5114S

Time (Lc1) - 1100 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 - PIPER PA-28R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360C1C
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- 180/006 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JEFFERSON CO.,CO
Destination
ALAMOSA,CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ABANDONED AIRSTRIP
Runway Ident - 03
Runway Lth/Wid - 4000/ 100
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 297
Make/Model- 25
Instrument- 38
Multi-Eng - 6
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING FLIGHT, HIS OIL TEMPERATURE BEGAN TO RISE AND HE ELECTED TO LAND ON AN ABANDONED AIR STRIP. DURING THE LANDING, THE AIRCRAFT ENCOUNTERED ROUGH, UNEVEN TERRAIN, AND SUBSEQUENTLY, THE LANDING GEAR AND RIGHT WING WERE DAMAGED. AN INVESTIGATION REVEALED THAT THE AIR STRIP WAS AT AN ELEVATION OF ABOUT 7600 FT AND WAS CORRECTLY MARKED TO SHOW IT WAS CLOSED. THE ENGINE WAS CHECKED AND A RUN-UP WAS MADE ON A 100 DEGREE DAY. NO MALFUNCTION WAS EVIDENT AND THE ENGINE OPERATED WELL WITHIN ITS TEMPERATURE LIMITS.

Brief of Accident (Continued)

File No. - 1514

7/17/82

NEAR ALMOSA, CO

A/C Reg. No. N5114S

Time (Lcl) - 1100 MDT

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

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1555 7/25/82 AURORA,CO

A/C Reg. No. N444Q

Time (Lcl) - 1300 MDT

-----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 -PARACHUTE JUMPING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

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

Make/Model - BEECHCRAFT 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 - NO

Max Gross Wt - 8750

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 450 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/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

STRAUSBURG,CO

Destination

AURORA,CO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

COLUMBINE

Runway Ident - 25

Runway Lth/Wid - 2500/ 80

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

GLIDER

Age - 28

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4249 Last 24 Hrs - 5

Make/Model- 564 Last 30 Days- UNK/NR

Instrument- 242 Last 90 Days- 160

Multi-Eng - 1550

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS UNABLE TO EXTEND THE LANDING GEAR BY USING EITHER THE NORMAL OR EMERGENCY SYSTEMS. AFTER REPEATED ATTEMPTS TO EXTEND THE GEAR, HE ELECTED TO LAND WITH IT CONFIGURED IN A FREE-FALL POSITION. HE SHUT DOWN AND FEATHERED BOTH ENGINES ON FINAL APPROACH. DURING TOUCHDOWN, THE WHEELS WERE FORCED UP FROM THEIR FREE-FALL POSITION AND INTO THE WHEEL WELLS, AND SUBSEQUENTLY, THE PLANE WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED THAT THE LANDING GEAR SLIDE TUBES, SLIDES, AND ACTUATING CHAINS CONTAINED AN EXCESSIVE ACCUMULATION OF GREASE, DIRT, AND GRIT. ALSO, AN ACCUMULATION OF RUST WAS FOUND ON THE SLIDE TUBES.

Brief of Accident (Continued)

File No. - 1555

7/25/82

AURORA, CO

A/C Reg. No. N444Q

Time (Lc1) - 1300 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - CORRODED
 3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OTHER
 4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
 5. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1549 7/25/82 GUNNISON, CO A/C Reg. No. N6383Y Time (Lcl) - 0845 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-23C-250
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 - YES/YES
Stall Warning System - YES
Weather Radar - YES

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

Weather Data

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

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Cloud Conditions(1st) - 4500 FT BROKEN

Cloud Conditions(2nd) - 8500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GUNNISON, CO

Destination

SANTA FE, NM

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GUNNISON COUNTY

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

SE LAND, ME LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1877

Make/Model- 1217

Instrument- 550

Multi-Eng - 1661

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE PILOT WAS DISTRACTED BY INBOUND TRAFFIC AND DELAYED RETRACTING HIS GEAR. AT THE SAME TIME, THE ENGINES WERE NOT SYNCHRONIZED AND HE WAS HAVING DIFFICULTY GETTING THEM TO SOUND GOOD. HE THEN NOTICED THAT A FIRE HAD STARTED IN THE VICINITY OF THE LEFT ENGINE. THE LEFT ENGINE WAS SHUT DOWN AND FEATHERED, AND THE FIRE SUBSIDED. SINCE THE HYDRAULIC PUMP WAS ON THE LEFT ENGINE, THE HAND PUMP HAD TO BE USED TO RETRACT OR EXTEND THE LANDING GEAR. THE PILOT DELAYED PUMPING THE GEAR UP, THEN REALIZED HE WOULD BE UNABLE TO RETURN TO THE AIRPORT. SUBSEQUENTLY, HE LANDED IN A GRASSY AREA WITH THE GEAR RETRACTED. AN INVESTIGATION REVEALED FIRE DAMAGE IN THE VICINITY OF THE FUEL INJECTOR AND ALTERNATOR. A FUEL LEAK WAS FOUND AT THE MIXTURE CONTROL VALVE, PN 2522591, WHERE THE O-RINGS AROUND THE VALVE STEM WERE WORN. ALSO, A TEARDOWN OF THE ALTERNATOR REVEALED THAT THE BRUSHES AND ARMATURE WERE WORN TO THE EXTENT THAT SPARKING COULD OCCUR, THE DENSITY ALTITUDE WAS ABOUT 8500 FT.

Brief of Accident (Continued)

File No. - 1549

7/25/82

GUNNISON, CO

A/C Reg. No. N6383Y

Time (Lcl) - 0845 MDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. GEAR RETRACTION - DELAYED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. ELECTRICAL SYSTEM, ALTERNATOR - WORN
4. FUEL SYSTEM, INJECTOR - WORN
5. FLUID, FUEL - LEAK

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

Finding(s)

6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

8. 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) 4,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1600 8/16/82 DURANGO, CO A/C Reg. No. N4642J Time (Lcl) - 1215 MDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FARMINGTON, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DURANGO, CO	ANIMAS AIRPARK
Wind Dir/Speed- 225/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 50
Cloud Conditions(1st) - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 59
SE LAND	Months Since - N/A	Make/Model- 49
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 0
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS STARTING HIS FLARE TO LAND WHEN A GUST OF WIND WAS ENCOUNTERED. HE REPORTED THAT THE AIRCRAFT TOUCHED DOWN ON THE LEFT MAIN GEAR AND GOT OUT OF ALIGNMENT WITH THE RUNWAY. THE PILOT STATED THAT RUDDER WAS APPLIED, BUT HE WAS UNABLE TO REGAIN CONTROL. THE AIRCRAFT WENT OFF THE RUNWAY, CROSSED A DITCH, AND WENT INTO SAGEBRUSH. THE NOSEWHEEL COLLAPSED AND THE RIGHT WING TIP WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1600

8/16/82

DURANGO, CO

A/C Reg. No. N4642J

Time (Lcl) - 1215 MDT

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #3
Phase of Operation

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1423 7/10/82 ST. AUGUSTINE, FL A/C Reg. No. N78118 Time (Lc1) - 1055 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 -LANDING					

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

Make/Model - GLOBE GC-1B	Eng Make/Model - CONTINENTAL C-125-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1710	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST. AUGUSTINE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 13
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000 -UNK/NR
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2940
SE LAND, ME LAND, SE SEA	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 920
		Instrument- 233
		Multi-Eng - 235
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO PRACTICE SPOT LANDINGS FOR A COMPETITIVE EVENT AT A LATER TIME. THE PILOT REPORTED THAT HE MADE AN APPROACH TO RUNWAY 13 ON A HOT MORNING WITH UP AND DOWNDRAFTS. HE ESTIMATED THAT THE WIND WAS VARIABLE FROM 130 TO 220 DEG AT 12, GUSTING 16 KTS. DURING A NO-FLAP/SPOT LANDING, THE AIRCRAFT TOUCHED DOWN HARD. A SUBSEQUENT INSPECTION OF THE AIRCRAFT REVEALED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1423

7/10/82

ST. AUGUSTINE, FL

A/C Reg. No. N78118

Time (Lcl) - 1055 EDT

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

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1419 7/13/82 KENNETH CITY, FL A/C Reg. No. N225NY Time (Lcl) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 1

None
1
0

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

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

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

ELT Installed/Activated - 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- 060/007 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. PETERSBURG, FL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - HOLES

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1943

Make/Model- 490

Instrument- 11

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 191

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING THE AIRCRAFT OIL PRESSURE DROPPED AND SMOKE ENTERED THE COCKPIT, SO MADE A FORCED LANDING IN A SMALL FIELD. THE AIRCRAFT HIT A STUMP AND NOSED OVER. AN INVESTIGATION REVEALED A BROKEN OIL LINE TO A PRESSURE GAUGE AND OIL LEAKED ON A HOT EXHAUST PIPE.

Brief of Accident (Continued)

File No. - 1419

7/13/82

KENNETH CITY, FL

A/C Reg. No. N225NY

Time (Lc1) - 1030 EDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL

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

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1430 7/14/82 LAKE WALES, FL A/C Reg. No. N7373V Time (Lcl) - 1158 EDT

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

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

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

Make/Model - BELLANCA 17-31	Eng Make/Model - LYCOMING IO-540-G1B-5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3325	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 290 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	LAKE WALES MUNI
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 06
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A MAINTENANCE FLIGHT TO CHECK A RECENTLY INSTALLED ENGINE OIL TEMPERATURE GAUGE. AFTER DETERMINING THAT THE GAUGE WAS OPERATING SATISFACTORILY, THE PILOT BEGAN A DESCENT TOWARD THE AIRPORT. WHILE DESCENDING THROUGH 3000 FT, THE PILOT OBSERVED WHITE SMOKE IN THE CABIN AND SMELLED FUMES FROM A POSSIBLE ELECTRICAL FIRE. HE TURNED THE ELECTRICAL MASTER SWITCH OFF, LOWERED THE GEAR MANUALLY AND CONTINUED HIS DESCENT TO THE AIRPORT. AFTER LANDING, THE AIRCRAFT WAS QUICKLY TAXIED OFF THE RUNWAY AND THE FUEL SELECTOR WAS TURNED OFF. SHORTLY THEREAFTER, FIRE DEVELOPED ON THE LEFT SIDE IN THE AREA OF THE FIREWALL AND ENGINE COMPARTMENT. THE FIRE SPREAD RAPIDLY AND DESTROYED THE AIRCRAFT. REPORTEDLY, THE AIRCRAFT HAD BEEN HAVING ELECTRICAL PROBLEMS IN THE PAST. THE ENGINE HAD BEEN HARD TO START AND A HEAVY LOAD HAD BEEN OBSERVED ON THE AMMETER DURING LANDING GEAR CYCLES. DUE TO THE EXTENSIVE FIRE DAMAGE, THE CAUSE OF THE ELECTRICAL FIRE COULD NOT BE VERIFIED.

Brief of Accident (Continued)

File No. - 1430

7/14/82

LAKE WALES, FL

A/C Reg. No. N7373V

Time (Lcl) - 1158 EDT

Occurrence

FIRE/EXPLOSION

Phase of Operation

DESCENT - NORMAL

Finding(s)

1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1436 7/16/82 LAKE LADY, FL A/C Reg. No. N95484 Time (Lcl) - 0845 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - SIKORSKY H-19
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 7200
No. of Seats - 2

Eng Make/Model - WRIGHT R-1300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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- 360/002 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5000
Make/Model- 3500
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - 4600

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE LOST POWER AND AN AUTOROTATIVE LANDING WAS MADE IN A MARSHY AREA. DURING TOUCHDOWN, THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. THE ENGINE BECAME SUBMERGED IN WATER AND COULD NOT BE TESTED DUE TO THE HIGH MOISTURE CONTENT IN THE CARBURETOR AND MAGNETOS. NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1436

7/16/82

LAKE LADY, FL

A/C Reg. No. N95484

Time (Lc1) - 0845 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

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1441 5/02/82 THOMSON,GA A/C Reg. No. N3559L Time (Lcl) - 1017 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 1	0	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 1	0	0	0

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

Make/Model	- GREAT LAKES 2T-1A-2	Eng Make/Model	- LYCOMING AE10-360-B1G6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1580	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- 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	- 240/003 KTS	ATC/Airspace	Runway Lth/Wid
Visibility	- 8.0 SM	Type of Flight Plan	Runway Surface
Cloud Conditions(1st)	- 2500 FT SCATTERED	- NONE	Runway Status
Cloud Conditions(2nd)	- NONE	Type of Clearance	- DRY
Obstructions to Vision	- HAZE	Type Approach Flown	- NONE
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 8036	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 12	Make/Model- 17	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 332	Last 90 Days- 32
		Multi-Eng - 2104	Rotorcraft - 2042

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE ACCIDENT, WITNESSES OBSERVED THE AIRCRAFT WHILE AEROBATICS WERE BEING PERFORMED. ONE WITNESS ESTIMATED THAT THE MANEUVERS WERE BEING FLOWN BETWEEN 100 AND 300 YARDS AGL. REPORTEDLY, THE AIRCRAFT HAD BEEN PERFORMING ROLLS, LOOPS AND SPINS FOR ABOUT 15 TO 30 MINUTES THE LAST MANEUVER WAS STARTED FROM A LOWER ALTITUDE, AND SUBSEQUENTLY, THE PLANE CRASHED IN A NOSE-DOWN, INVERTED ATTITUDE WHILE IT WAS ROLLING OR TURNING. THE IMPACT POINT WAS IN A WOODED AREA AT THE EDGE OF A LAKE.

Brief of Accident (Continued)

File No. - 1441

5/02/82

THOMSON,GA

A/C Reg. No. N3559L

Time (Lcl) - 1017 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1431 7/16/82 ST. SIMONS ISLAND,GA A/C Reg. No. N2747V Time (Lcl) - 1600 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 210D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 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
JACKSONVILLE,FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MALCOLM MCKINNON
Runway Ident - 04
Runway Lth/Wid - 5466/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 466 Last 24 Hrs - 3
Make/Model- 6 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS UNABLE TO EXTEND THE LANDING GEAR BY USING EITHER THE NORMAL OR EMERGENCY PUMP. SUBSEQUENTLY, A WHEELS UP LANDING WAS MADE. AN EXAMINATION OF THE HYDRAULIC POWERPACK, PN 1280510-1, REVEALED THAT THE SECONDARY PRESSURE RELIEF POPPET VALVE (MS134345) WAS OFF ITS SEAT AND JAMMED BETWEEN THE SPRING BUTTON AND POWERPACK BODY. WITH THIS PROBLEM, THE SYSTEM COULD NOT BE PRESSURIZED. THE POWERPACK AND POPPET VALVE HAD 1792 HRS OF OPERATION.

Brief of Accident (Continued)

File No. - 1431

7/16/82

ST. SIMONS ISLAND,GA

A/C Reg. No. N2747V

Time (Lc1) - 1600 EDT

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

Finding(s)

1. HYDRAULIC SYSTEM,RELIEF VALVE - JAMMED
2. HYDRAULIC SYSTEM - INOPERATIVE
3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1588 8/14/82 STONE MOUNTAIN,GA A/C Reg. No. N4737B Time (Lcl) - 1715 EDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE-UNK/NR</p> <p>Visibility - 7.0 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>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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 526
SE LAND	Months Since - 21	Make/Model- 400
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 1
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT A SPLIT-S MANEUVER WAS PERFORMED AT A LOW ALTITUDE AND THE AIRCRAFT STRUCK THE BRANCHES OF A PINE TREE. THE AIRCRAFT CONTINUED TO FLY AND THE PILOT RETURNED TO THE AIRPORT. THERE WAS DAMAGE TO THE RIGHT WING AND THE FUSELAGE.

Brief of Accident (Continued)

File No. - 1588

8/14/82

STONE MOUNTAIN,GA

A/C Reg. No. N4737B

Time (Lc1) - 1715 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1468 8/17/82 NEAR TRAER, IA A/C Reg. No. N9975J Time (Lcl) - 1400 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	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	0	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TS10-520-T	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4000	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 310 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	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	- 225/003 KTS	ATC/Airspace	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 5000 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5043	Last 24 Hrs - 7
SE LAND	Months Since - 4	Make/Model- 2750	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 10	Last 90 Days- 350

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO REFUEL DURING THE LAST LOADING, AND SHORTLY AFTER RETURNING TO THE SPRAY AREA, THE ENGINE QUIT. A FORCED LANDING WAS MADE IN AN ALFALA FIELD DURING WHICH THE AIRCRAFT COLLIDED WITH A FENCE. DURING THE INVESTIGATION, NO FUEL WAS FOUND IN THE TANKS AND NO MECHANICAL MALFUNCTION OR FAILURE OF THE FUEL SYSTEM WAS FOUND.

Brief of Accident (Continued)

File No. - 1468

8/17/82

NEAR TRAER, IA

A/C Reg. No. N9975J

Time (Lcl) - 1400 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - CROP
 5. TERRAIN CONDITION - OPEN FIELD
-

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

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) 1,2,3

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. - 1470 8/23/82 CEDAR RAPIDS, IA A/C Reg. No. N57807 Time (Lcl) - 1625 CDT

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

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

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

Make/Model - AEROSPATIALE AS-355F	Eng Make/Model - ALLISON 250-C20F	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 4109	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 7	Rated Power - 330 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/005 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 - 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
CFI,ATP	Current - YES	Total - 6852	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 3	Make/Model- 4	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 693	Last 90 Days- 144
		Multi-Eng - 4533	Rotorcraft - 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW LOST CONTROL OF THE HELICOPTER WHILE MAKING A PEDAL TURN AT 800 TO 900 AGL. AFTER 5 ROTATIONS, THE HELICOPTER IMPACTED THE GROUND, BOUNCED, ROLLED AND FELL ON ITS RIGHT SIDE. SWITCHES WERE CUT AND THE CREW MADE AN EXIT. AN INVESTIGATION REVEALED NO MALFUNCTIONS. IN THE HELICOPTER HANDBOOK, IT SAYS TO "USE PEDALS TO COMPENSATE FOR TORQUE. DO NOT USE TO ASSIST THE TURN." IN INVESTIGATIVE FLIGHT TESTS, MISUSE OF THE PEDALS RESULTED IN A SPINNING TUCKED DESCENT UNTIL RECOVERY WAS INITIATED.

Brief of Accident (Continued)

File No. - 1470

8/23/82

CEDAR RAPIDS, IA

A/C Reg. No. N57807

Time (Lc1) - 1625 CDT

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

Finding(s)

1. TAIL ROTOR - IMPROPER USE OF - PILOT IN COMMAND
-

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

-----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. - 1444 9/05/82 MONDAMIN, IA A/C Reg. No. N13420 Time (Lcl) - 1630 CDT

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

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

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

Make/Model	- SCORPION 133	Eng Make/Model	- ROTORWAY RW145	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 145 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - H-269A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 73</p> <p>Make/Model- 11</p> <p>Instrument- 0</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 11</p> <p>Rotorcraft - 73</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER A GROUND ADJUSTMENT TO THE COLLECTIVE PITCH ON HIS HOMEBUILT HELICOPTER, THE PILOT TOOKOFF TO PRACTICE HOVERING TAKEOFF AND LANDING. IN AN ATTEMPT TO HOVER CLOSE TO GROUND, HE RAISED THE COLLECTIVE AND THE AIRCRAFT SHOT UP ABOUT 30 FEET. IT THEN FELL OFF TO THE LEFT AND IMPACTED THE GROUND A LATER DISCUSSION WITH FACTORY REPRESENTATIVE DISCLOSED A DIFFERENCE BETWEEN VERBAL ADJUSTMENT INSTRUCTIONS AND THOSE ON THE PUBLISHED PLANS FOR BUILDING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1444

9/05/82

MONDAMIN, IA

A/C Reg. No. N13420

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - INCORRECT
2. ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PRODUCTION/DESIGN PSNL
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1411 7/19/82 NEAR DIXIE, ID A/C Reg. No. N8548T Time (Lcl) - 0730 MDT

-----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	-TAKEOFF	ON GROUND	Pass 0	0	0	1

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

Make/Model	- CESSNA 182C	Eng Make/Model	- CONTINENTAL O-47OL	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 230 HP		

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

<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 - 25.0 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;">FLYING 'B' RANCH, ID</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;">ROOT RANCH AIRSTRIP</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 1900/ 50</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</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 - 2200
SE LAND	Months Since - 16	Make/Model- 2200
	Aircraft Type - UNK/NR	Instrument- 80
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TAKING OFF FROM A WET, SOD AIRSTRIP WHEN HE ELECTED TO ABORT AT ABOUT THE MIDWAY POINT OF THE RUNWAY. WHILE ABORTING, THE AIRCRAFT HIT A SOFT SPOT IN THE RUNWAY WHICH SHEARED OFF THE NOSE GEAR. AIRCRAFT CONTINUED OFF END OF RUNWAY AND BURNED.

Brief of Accident (Continued)

File No. - 1411

7/19/82

NEAR DIXIE, ID

A/C Reg. No. N8548T

Time (Lcl) - 0730 MDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1535 7/21/82 10 NM E. OF KENDRICK, ID A/C Reg. No. N33329 Time (Lcl) - 1000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire

NONE

Crew

Pass

0

1

2

2

0

0

0

0

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

Make/Model - PIPER PA-34-200T

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 4570

No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-E

Number Engines - 2

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- 310/003 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 25000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- SMOKE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KALISPELL, MT

Destination

LEWISTON, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

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 - 32

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 557

Make/Model- 266

Instrument- 15

Multi-Eng - 333

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DECLARED AN EMERGENCY & REPORTED OUT OF FUEL. WHILE APPROACHING A FIELD THE PLT OBSERVED A POWER/TELEPHONE LINE IN HIS FLT PATH & INSTINCTIVELY PULLED THE NOSE UP. ON-SCENE EXAMINATION REVEALED NO EVIDENCE OF FUEL.

Brief of Accident (Continued)

File No. - 1535

7/21/82

10 NM E. OF KENDRICK, ID

A/C Reg. No. N33329

Time (Lc1) - 1000 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

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)

5. OBJECT - WIRE, TRANSMISSION
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7

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. - 1464 7/31/82 DONNELLY, ID A/C Reg. No. N13359 Time (Lcl) - 1600 MDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOISE, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DONNELLY, ID	DONNELLY
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 150
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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 336	Last 24 Hrs - 1
SE LAND	Months Since - 12	Make/Model- 160	Last 30 Days- 1
	Aircraft Type - C-172	Instrument- 0	Last 90 Days- 6
		Multi-Eng - 45	Rotorcraft - 70

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT FLOATED THE ENTIRE LENGTH OF THE RUNWAY WITHOUT TOUCHING DOWN BEFORE A GO-AROUND WAS STARTED. DURING THE GO-AROUND, THE LEFT WING COLLIDED WITH A TREE AT NEAR-STALL SPEED. THE AIRCRAFT YAWED 180 DEGREES AND IMPACTED THE GROUND GOING BACKWARDS.

Brief of Accident (Continued)

File No. - 1464

7/31/82

DONNELLY, ID

A/C Reg. No. N13359

Time (Lc1) - 1600 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1471 8/06/82 DIXIE, ID A/C Reg. No. N1627U Time (Lcl) - 1730 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA T207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-G
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SALMON, ID

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MACKAY BAR
Runway Ident - 02
Runway Lth/Wid - 1900/ 200
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3665	Last 24 Hrs - 0
Make/Model- 847	Last 30 Days- 74
Instrument- 104	Last 90 Days- 163

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF WITH 4 PASSENGERS AFTER WAITING 4 HOURS FOR THE AIR TEMPERATURE TO COOL. THE TAKEOFF SEEMED NORMAL, BUT OVER THE RIVER AT ABOUT 50 FEET AGL, THE AIRCRAFT BEGAN TO SINK. IT IMPACTED ROUGH TERRAIN ON THE FAR SIDE OF THE RIVER. THE AIRPORT ELEVATION WAS 2045 FT MSL AND THE TEMPERATURE WAS 90 DEGREES.

Brief of Accident (Continued)

File No. - 1471

8/06/82

DIXIE, ID

A/C Reg. No. N1627U

Time (Lcl) - 1730 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

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

Finding(s)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1408 5/21/82 HARRISBURG,IL A/C Reg. No. N2314F Time (Lcl) - 1620 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 -LANDING			0	0	0	1
			0	0	0	1

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DANVILLE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELIZABETHTOWN,KY	
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4584
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 282
	Aircraft Type - UNK/NR	Instrument- 881
		Multi-Eng - 4162
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A WEATHER BRIEFING, THE PILOT WAS ADVISED THAT THERE WERE THUNDERSTORMS IN THE AREA OF HIS DESTINATION AT ABOUT 1415 CDT, HE DEPARTED FOR A TWO HOUR FLIGHT. AFTER FLYING OVER WEATHER MOST OF THE WAY AND OVERFLYING AN AIRPORT (HULMAN REGIONAL), HE CONTINUED ON WITH WEATHER CONDITIONS THAT FORCED COURSE AND ALTITUDE DEVIATIONS TO REMAIN VFR. THE PILOT STATED THAT BOTH RADIOS AND ONE VOR/ILS BECAME INOPERATIVE AT ABOUT 1550 CDT. A SHORT TIME LATER, HE SAW WHAT HE THOUGHT WAS AN AIRPORT, BUT WAS ACTUALLY A DRAG STRIP WITH OBSTRUCTIONS. HE ELECTED TO MAKE A PRECAUTIONARY LANDING. WHILE LANDING BETWEEN PYLONS AND LIGHT POLES, THE PILOT DID NOT SEE A DRAG STRIP TIMER THAT WAS MOUNTED ON A 4 FT POLE AND WAS IN HIS LANDING PATHWAY. THE LEFT WING STRUCK THE TIMER POLE, THEN VEERED AND COLLIDED WITH A LIGHT POLE.

Brief of Accident (Continued)

File No. - 1408

5/21/82

HARRISBURG,IL

A/C Reg. No. N2314F

Time (Lc1) - 1620 CDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

3. COMM/NAV EQUIPMENT - UNDETERMINED
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. UNSUITABLE TERRAIN - NOT OBTAINED - PILOT IN COMMAND
 6. OBJECT - UTILITY POLE
 7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1536 7/22/82 HARTSBURG,IL A/C Reg. No. N7304W Time (Lcl) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 340/014 KTS
Visibility - 3.0 SM

Cloud Conditions(1st) - 1100 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOT SPRINGS,AR

Destination

MT. HAWLEY,IL

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 - RADAR ADVISORIES

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 173

Make/Model- 78

Instrument- 4

Multi-Eng - 9

Last 24 Hrs - 2

Last 30 Days- 10

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AT 1223 CDT THE PLT CONTACTED PEORIA APPROACH CONTROL & REQUESTED RADAR VECTORS TO THE MT.HAWLEY ARPT LOCATED JUST NORTH OF THE PEORIA ARPT. AT 1227 CDT HE STATED THE WEATHER WAS GETTING BAD & HE WOULD LIKE TO FLY TO THE LOGAN COUNTY ARPT. ONE WITNESS STATED THE ACFT ENTERED A SMALL DARK CLOUD & WHEN IT CAME OUT IT WAS IN AN APPROXIMATE 60 DEG DIVE.

Brief of Accident (Continued)

File No. - 1536

7/22/82

HARTSBURG,IL

A/C Reg. No. N7304W

Time (Lcl) - 1230 CDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - CLOUDS

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1595 7/23/82 ANTIOCH, IL A/C Reg. No. N2365P Time (Lcl) - 1230 CDT

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

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

-----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	- UNK/NR
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 112 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 045/008 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="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p style="text-align: center;">JANESVILLE, WI</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="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p style="text-align: center;">ANTIOCH</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2200/ 200</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
--	--	--

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3557
SE LAND	Months Since - 16	Make/Model- 163
	Aircraft Type - UNK/NR	Instrument- 139
		Multi-Eng - 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - 3268

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT INITIATED A SOFT FIELD TAKEOFF FROM A 2200 FT, WET, GRASS RUNWAY. AFTER BECOMING AIRBORNE, HE LOWERED THE NOSE OF THE AIRCRAFT TO INCREASE HIS AIRSPEED. THE PILOT STATED THAT THE AIRCRAFT FAILED TO CLIMB AS EXPECTED AND WOULD NOT CLEAR BOATS THAT WERE PARKED NEAR THE END OF THE RUNWAY. THE LANDING GEAR STRUCK THE BOATS AND THE PLANE NOSED OVER ON ITS BACK. REPORTEDLY, THE PILOT DID NOT USE FLAPS FOR TAKEOFF AND DID NOT REALIZE HOW SOFT THE RUNWAY REALLY WAS.

Brief of Accident (Continued)

File No. - 1595

7/23/82

ANTIOCH, IL

A/C Reg. No. N2365P

Time (Lc1) - 1230 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 7. OBJECT - OBJECT
 8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1498 6/19/82 LA PORTE, IN A/C Reg. No. N96054 Time (Lcl) - 1600 EST

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

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

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	LA PORTE MUNICIPAL
Wind Dir/Speed- UNK/NR/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 426
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 426
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD FLOWN TO THE AIRPORT TO PARTICIPATE IN ACTIVITIES OF A CONTEST THAT INCLUDED SPOT LANDINGS AND BALLOON BUSTING. HE STATED THAT ON HIS THIRD PASS OF A BALLOON BUSTING CONTEST, HE TURNED TOO TIGHT, TOO SLOW, AND THE AIRCRAFT STALLED. THE PILOT STATED HE RECOVERED FROM THE STALL, BUT DID NOT HAVE ENOUGH CLEARANCE TO AVOID A HANGAR. THE PLANE WAS CLIMBING WITH FULL POWER WHEN IT STRUCK THE HANGAR ROOF. THE HANGAR ROOF AND TWO NEARBY PARKED AUTOMOBILES WERE DAMAGED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1498

6/19/82

LA PORTE, IN

A/C Reg. No. N96054

Time (Lc1) - 1600 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT; MOTIVATION - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
 5. OBJECT - VEHICLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1539 1/29/82 5M E. GREENSBURG,KS A/C Reg. No. N1589E Time (Lcl) - 0750 CST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1430	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WICHITA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GREENSBURG,KS	
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 400 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 76
SE LAND	Months Since - 6	Make/Model- 76
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING FOR A FLT TO DODGE CITY,KS. THE FSS SPECIALIST ASKED THE PLT IF HE WAS PROPOSING HIS FLIGHT UNDER IFR SINCE HIS DESTINATION WAS REPORTING IMC. THE PLT REPLIED THAT HE WAS. A GROUND WITNESS AT HAVILAND,KS LOCATED ABOUT 5 MILES EAST OF THE ACCIDENT SITE OBSERVED AN AIRPLANE FLYING WESTWARD PARALLELING U.S. HWY 54 & A SINGLE-RAILROAD TRACK. THE WITNESS STATED THAT THE ACFT WAS FLYING AT AN ALTITUDE BELOW THE TOP OF A 319FT WATERTOWER. THE PLT'S WIFE STATED HE WAS CAPABLE OF FLYING THE ACFT UNDER INSTRUMENT WX CONDITIONS & HAD DEMONSTRATED HIS ABILITY TO DO SO ON TWO OCCASIONS BY CLIMBING & DESCENDING THROUGH CLOUDS.

Brief of Accident (Continued)

File No. - 1539

1/29/82

5M E. GREENSBURG,KS

A/C Reg. No. N1589E

Time (Lc1) - 0750 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING

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

Finding(s)

4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1448 6/04/82 WICHITA,KS A/C Reg. No. N190BT Time (Lcl) - 1746 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		Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Serious	Minor	None
Accident Occurred During	-TAKEOFF			0	0	0	0	1
								2

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

Make/Model	- BEECH 65-90	Eng Make/Model	- P&W PT-6A-6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9000	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 3	Rated Power	- 500 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	LEOTI,KS	COLONEL JAMES JABARA
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2800/ 40
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3042	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 4	Make/Model- 180	Last 30 Days- UNK/NR
	Aircraft Type - PA-34	Instrument- 300	Last 90 Days- 169
		Multi-Eng - 1040	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DETECTED A LOSS OF ENG TORQUE AT ABOUT ROTATION AIRSPEED ABOUT 1700 FT DOWN THE RWY & THE TAKEOFF WAS ABORTED. THE ACFT SLID INTO A DITCH OFF THE END OF THE RWY COLLAPSING THE MAIN GEAR. A FUNCTIONAL CHECK OF THE RIGHT ENG FUEL PUMP, P/N4V146R002, SER.#JX241439D, MANUFACTURED BY SPERRY VICKERS SHOWED THAT AT HIGH PUMP SPEED FUEL FLOW WAS INTERMITTENT. DISASSEMBLY OF THE PUMP REVEALED THAT THE ROTOR DRIVE SERRATIONS ON THE MAIN ROTOR DRIVE SHAFT, P/N330205, WERE WORN TO THE POINT THAT THE ROTOR WOULD SLIP ON THE SHAFT AT HIGH PUMP SPEEDS.

Brief of Accident (Continued)

File No. - 1448

6/04/82

WICHITA,KS

A/C Reg. No. N190BT

Time (Lc1) - 1746 CDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - WORN
2. FUEL SYSTEM,PUMP - FAILURE,PARTIAL
3. FUEL SYSTEM,PUMP - PRESSURE TOO LOW
4. FLUID,FUEL - STARVATION

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1437 6/26/82 SCOTT CITY, KS A/C Reg. No. N4965R Time (Lcl) - 1630 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	1	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-MANEUVERING					

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

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520-D-23	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 280 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	LEOTI, KS	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface
Cloud Conditions(2nd)	- NONE	- GRASS/TURF
Obstructions to Vision	Type Approach Flown	- DRY
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 16000
SE LAND	Months Since - 6	Make/Model	- 3500
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED DURING AN AERIAL APPLICATION OPERATION; HOWEVER, THE PILOT COULD NOT REMEMBER THE DETAILS OF THE ACCIDENT. HE BELIEVED THAT THE PROPELLER MAY HAVE STARTED TO TURN EXCESSIVELY FAST, BUT THIS WAS NOT VERIFIED. AFTER CONTACTING THE GROUND, THE AIRCRAFT TRAVELED ABOUT 220 FT BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1437

6/26/82

SCOTT CITY,KS

A/C Reg. No. N4965R

Time (Lcl) - 1630 CDT

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

Finding(s)

1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1591 8/18/82 MANHATTAN,KS A/C Reg. No. N3436W Time (Lcl) - 1940 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	1	5

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

Fire
NONE

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

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

Wind Dir/Speed- 160/009 KTS
Visibility - 4.0 SM

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

Itinerary

Last Departure Point
MINNEAPOLIS,MN

Destination
MANHATTAN,KS

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MANHATTAN MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 178
Make/Model- 20
Instrument- UNK/NR
Multi-Eng - 4
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 104

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED MANHATTAN, KS AND FLEW TO MINNEAPOLIS, MN. AT MINNEAPOLIS, HE REFUELED WITH 10 GAL ADDED TO THE LEFT MAIN TANK. HE SAID BOTH MAIN TANKS WERE FULL, THE RIGHT AUXILIARY TANK WAS EMPTY, AND HE ESTIMATED THERE WAS 5 GAL IN THE LEFT AUXILIARY TANK. ON HIS RETURN FLIGHT TO MANHATTAN, HE USED ALL OF THE FUEL IN THE RIGHT TANK AND WAS FEEDING FROM THE LEFT TANK WHEN THE ENGINE FAILED. THE AIRCRAFT WAS ABOUT 4 MILES FROM MANHATTAN WHEN THIS OCCURRED. A LANDING WAS MADE IN A PLOWED FIELD AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. AN EXAMINATION REVEALED THERE WAS NO FUEL IN EITHER THE LEFT OR RIGHT MAIN TANKS. THE FUEL SELECTOR WAS FOUND IN THE LEFT MAIN TANK POSITION.

Brief of Accident (Continued)

File No. - 1591

8/18/82

MANHATTAN,KS

A/C Reg. No. N3436W

Time (Lc1) - 1940 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
-

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

Occurrence #3
Phase of Operation

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1447 6/13/82 MAYFIELD,KY A/C Reg. No. N50352 Time (Lcl) - 1419 CDT

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

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

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

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-360-H1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 180 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
Completeness - N/A		MAYFIELD GRAVES CO. (CTY)
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- 360/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3300 -UNK/NR
Visibility - 8.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - 4500 FT SCATTERED	Type Approach Flown - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7490
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 495
		Last 30 Days- UNK/NR
		Instrument- 514
		Last 90 Days- 87
		Multi-Eng - 661

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED WHILE THE PILOT WAS PERFORMING AN AEROBATIC ROUTINE AT AN AIRSHOW. AFTER ABOUT 7 MINUTES IN AN 8 MINUTE ACT, THE PILOT PERFORMED AN 8-POINT ROLL AT ABOUT 200 FT AGL, THEN PULLED UP INTO A HAMMERHEAD STALL. AFTER A HAMMERHEAD TURN TO THE LEFT, THE AIRCRAFT ENTERED A SPIN AND CRASHED. A FRIEND REPORTED THAT ABOUT ONE MONTH PRIOR TO THE ACCIDENT, THE PILOT HAD COMPLAINED OF HAVING BLACKOUTS WHILE FLYING AEROBATICS; HOWEVER, A PATHOLOGICAL EXAMINATION REVEALED NO MEDICAL PROBLEMS THAT WOULD HAVE CAUSED A BLACKOUT.

Brief of Accident (Continued)

File No. - 1447

6/13/82

MAYFIELD, KY

A/C Reg. No. N50352

Time (Lcl) - 1419 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. STALL/SPIN - PERFORMED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576 7/30/82 ASHLAND, KY A/C Reg. No. N37630 Time (Lcl) - 1430 EDT

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

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

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

Make/Model - BENSON B8M	Eng Make/Model - MCCULLOCH O-100-1	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 72 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	ASHLAND-BOYD COUNTY
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5600/ 100
Cloud Conditions(1st) - 4000 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 505
SE LAND	Months Since - 5	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD A PRIVATE LICENSE WITH A SINGLE ENGINE LAND RATING, BUT ONLY HAD ABOUT 1 HR OF PREVIOUS FLIGHT TIME IN THE BENSON GYROCOPTER. THE OWNER STATED THAT HE TOLD THE PILOT NOT TO CLIMB ABOVE 5 TO 6 FT. THE OWNER ALSO STATED THAT THE PILOT TOLD HIM HE HAD READ "FLYING INSTRUCTIONS - FUNDAMENTALS OF GYROCOPTER FLIGHT" WHICH REQUIRES AT LEAST 50 TAKEOFFS AND LANDINGS NEVER EXCEEDING 1 TO 2 FT AGL. THE PILOT TOOK OFF ON A PARALLEL TAXIWAY, FLEW STRAIGHT AND LEVEL AT LOW ALTITUDE UNTIL MIDWAY DOWN THE TAXIWAY, THEN CLIMBED TO ABOUT 100 FT. AS HE APPROACHED THE END OF THE TAXIWAY, THE PILOT BEGAN A RAPID POWERED DESCENT FOLLOWED BY A DESCENDING LEFT TURN. THE GYROCOPTER TOUCHED DOWN AT A RELATIVELY HIGH GROUND SPEED, SWERVED 2 OR 3 TIMES, AND TIPPED OVER. THE PILOT CLAIMED THAT HE WAS COERCED INTO FLYING THE GYROCOPTER WITHOUT ADEQUATE INSTRUCTION.

Brief of Accident (Continued)

File No. - 1576

7/30/82

ASHLAND, KY

A/C Reg. No. N37630

Time (Lcl) - 1430 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1515 5/12/82 CHANDELEUR ISLAND, LA A/C Reg. No. N52049 Time (Lcl) - 1200 CDT

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-02J	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEW ORLEANS, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 080/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 624
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 270
		Last 30 Days- UNK/NR
		Instrument- 99
		Last 90 Days- 92
		Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A LOCAL PHOTO AND SIGHT-SEEING FLIGHT, THE PILOT ELECTED TO LAND ON CHANDELEUR ISLAND. AFTER LANDING, HE PREPARED TO DEPART, USING THE RECOMMENDED SOFT FIELD TECHNIQUE. DURING THE TAKEOFF, THERE WAS A STRONG CROSSWIND WHICH CAUSED THE AIRCRAFT TO DRIFT INTO SOFTER SAND. ROLLING TO A STOP, THE NOSE GEAR DUG INTO THE SAND AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1515

5/12/82

CHANDELEUR ISLAND, LA

A/C Reg. No. N52049

Time (Lc1) - 1200 CDT

Occurrence NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
-

-----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) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1518 5/26/82 OAK GROVE, LA A/C Reg. No. N4963M Time (Lcl) - 1600 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

Crew
Pass

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

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

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 150/007 KTS
Visibility - 7.0 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
GREENWOOD, MS
Destination
OAK GROVE, LA

Airport Proximity
ON AIRPORT

Airport Data

HEBER COSTELLO
Runway Ident - 01
Runway Lth/Wid - 2700/ 75
Runway Surface - DIRT
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, ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

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

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model	- 985	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 225
Multi-Eng	- 985		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING HIS LANDING ROLL, HE INTENDED TO RETRACT THE FLAPS, BUT INADVERTENTLY RETRACTED THE LANDING GEAR INSTEAD.

Brief of Accident (Continued)

File No. - 1518

5/26/82

OAK GROVE, LA

A/C Reg. No. N4963M

Time (Lcl) - 1600 CDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1473 6/16/82 EDGERLY, LA

A/C Reg. No. N8989Q

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

Fire Crew 0
NONE Pass 0

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

Make/Model - AYRES S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
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- 270/010 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

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 13000 Last 24 Hrs - UNK/NR
Make/Model- 3000 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF WITH A LOAD OF FERTILIZER, THE AIRCRAFT LOST POWER AND A FORCED LANDING WAS MADE WHICH RESULTED IN DAMAGE TO THE AIRCRAFT. THE CAUSE OF THE ENGINE MALFUNCTION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1473

6/16/82

EDGERLY, LA

A/C Reg. No. N8989Q

Time (Lc1) - 1700 CDT

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

-----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. - 1449 6/19/82 JACKSON, LA A/C Reg. No. N3726Z Time (Lcl) - 1830 CDT

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

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

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

Make/Model	- BEECH 77	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 115 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 4500 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>BATON ROUGE, LA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL STRAIGHT-IN PRACTICE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>JACKSON</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3000 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 390
SE LAND,ME LAND	Months Since - 2	Make/Model- 95
	Aircraft Type - UNK/NR	Instrument- 32
		Multi-Eng - 10
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN THE VICINITY OF JACKSON, LA, THE INSTRUCTOR PILOT (IP) HAD THE STUDENT MAKE A SIMULATED FORCED LANDING. THE LANDING WAS TO BE TO A FULL STOP ON THE JACKSON AIRPORT. ACCORDING TO THE INITIAL MODIFICATION, THE STUDENT ALLOWED THE AIRCRAFT TO DRIFT LEFT AND TOUCH DOWN WITH THE LEFT MAIN GEAR OFF OF THE RUNWAY. LATER IN A WRITTEN STATEMENT, THE IP REPORTED THAT THE STUDENT TOUCHED DOWN SHORT OF THE RUNWAY. DURING THE INITIAL TOUCHDOWN, THE AIRCRAFT BOUNCED AND THE IP TOOK CONTROL AND ATTEMPTED TO GO AROUND. HOWEVER, THE AIRCRAFT TOUCHED DOWN AGAIN, WENT OFF OF THE LEFT SIDE OF THE RUNWAY, AND CAME TO REST WITH A COLLAPSED NOSE AND LEFT MAIN GEAR.

Brief of Accident (Continued)

File No. - 1449

6/19/82

JACKSON, LA

A/C Reg. No. N3726Z

Time (Lcl) - 1830 CDT

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

Finding(s)
1. AIRPLANE HANDLING - IMPROPER - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1403

6/21/82

WILDSVILLE, LA

A/C Reg. No. N90297

Time (Lcl) - 1210 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Fire

Flight Conducted Under -14 CFR 137

NONE

Accident Occurred During -MANEUVERING

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

Make/Model - PIPER PA-36-375
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 400 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- 240/004 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 4000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JONESVILLE, LA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4200 Last 24 Hrs - 1

Make/Model- 200 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF ON A LOCAL FLIGHT TO SPRAY A BEAN FIELD. ABOUT 1000 FT FROM THE END OF THE FIELD WAS A 300 FT RADIO TOWER. THE AIRCRAFT WAS OBSERVED TO CIRCLE THE BEAN FIELD AND CIRCLE THE RADIO TOWER TWICE. DURING A PROCEDURE TURN, THE AIRCRAFT STRUCK THE TOWER AND CRASHED.

Brief of Accident (Continued)

File No. - 1403

6/21/82

WILDSVILLE, LA

A/C Reg. No. N90297

Time (Lcl) - 1210 CDT

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

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1477 6/22/82 JENNINGS, LA A/C Reg. No. N9684 Time (Lcl) - 0900 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	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	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	- UNK/NR
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- 270/005 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 - 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 - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2100
SE LAND	Months Since - UNK/NR	Make/Model- 1400
	Aircraft Type - UNK/NR	Instrument- 18
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST FINISHED SPRAYING AND WAS ON HIS WAY BACK TO THE AIRPORT WHEN THE ENGINE FAILED. A FIELD WITH GRASS WAS SELECTED FOR AN EMERGENCY LANDING. DURING THE LANDING ROLL, THE AIRCRAFT ENCOUNTERED RUTS AND NOSED OVER. THE OPERATOR REPORTED THAT THE #4 CONNECTING ROD CAME LOOSE AND THE PISTON WAS FORCED TOO FAR INTO THE CYLINDER, BRAKING THE HEAD FROM THE BARREL.

Brief of Accident (Continued)

File No. - 1477

6/22/82

JENNINGS, LA

A/C Reg. No. N9684

Time (Lcl) - 0900 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED
 2. ENGINE ASSEMBLY,CYLINDER - OVERLOAD
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1507 6/22/82 FRENCH SETTLEMENT, LA A/C Reg. No. N2495N Time (Lc1) - 1706 CDT

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	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	SHREVEPORT, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKSON/MADISON, MS	Runway Ident - N/A
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
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 - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 56
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 56
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED SHREVEPORT, LA AT 1400 CDT ON THE RETURN PART OF A CROSS-COUNTRY TO JACKSON, MS. A VFR FLIGHT PLAN HAD BEEN FILED LISTING 3 1/2 HRS OF FUEL ON BOARD. AT ABOUT 1706 CDT, THE PLANE CRASHED NEAR FRENCH SETTLEMENT, LA, ABOUT 140 MILES SOUTH WEST OF THE DESTINATION. THE ACCIDENT OCCURRED WHILE THE PILOT WAS ATTEMPTING TO LOCATE A PRECAUTIONARY LANDING SITE AND THE PLANE COLLIDED WITH A TREE ADJACENT TO A GRAVEL ROAD.

Brief of Accident (Continued)

File No. - 1507

6/22/82

FRENCH SETTLEMENT, LA

A/C Reg. No. N2495N

Time (Lcl) - 1706 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

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

----Probable Cause----

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

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. - 1503 7/01/82 EPPS,LA A/C Reg. No. N6562 Time (Lcl) - 1400 CDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-985-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 - 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	EPPS,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3500 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 478
SE LAND	Months Since - 11	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE HE WAS SPRAYING CROPS, HE LOOKED INTO THE COCKPIT DURING A TURN TO CHECK THE AMOUNT OF SOLUTION THAT WAS REMAINING. HE STATED THAT WHEN HE LOOKED UP, HE WAS TOO LOW TO COMPLETE THE TURN AND MISS THE TREES. HE WENT TO FULL POWER AND TRIED TO PULL UP, BUT THE AIRCRAFT STALLED AND COLLIDED WITH THE TREES.

Brief of Accident (Continued)

File No. - 1503

7/01/82

EPPS, LA

A/C Reg. No. N6562

Time (Lc1) - 1400 CDT

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1491 7/04/82 ABBEYVILLE, LA A/C Reg. No. N2408R Time (Lc1) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

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 - CESSNA 182G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
Rated Power - 230 HP

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/005 KTS
Visibility - 15.0 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
NEW IBERIA, LA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10210 Last 24 Hrs - 1
Make/Model- 802 Last 30 Days- 0
Instrument- 100 Last 90 Days- 90
Multi-Eng - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD TAKEN OFF ON A LOCAL FLIGHT AND WAS AT ABOUT 1000 FT AGL WHEN THE ENGINE LOST POWER. HE ATTEMPTED TO RESTART THE ENGINE, BUT WAS UNABLE. THE AIRCRAFT WAS LANDED FIRMLY ON A ROADWAY. THE PILOT SMELLED GAS FUMES AND EXITED FROM THE AIRCRAFT. THE AIRCRAFT THEN BEGAN BURNING AND WAS DESTROYED BY FIRE. THE PILOT STATED THAT WHILE THE TOUCHDOWN WAS HARDER THAN NORMAL, HE FELT THAT NO DAMAGE OCCURRED DURING THE LANDING. HE BELIEVED THAT A FUEL LINE HAD FAILED WHICH RESULTED IN A LOSS OF POWER AND ALSO STARTED A FIRE AFTER LANDING. HOWEVER, THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1491

7/04/82

ABBEYVILLE, LA

A/C Reg. No. N2408R

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

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

Occurrence #3 FIRE/EXPLOSION
Phase of Operation STANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1492

7/05/82

NEW ORLEANS, LA

A/C Reg. No. N24500

Time (Lcl) - 1530 CDT

-----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 -TAXI

Fire

NONE

Crew

Pass

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

Make/Model - PIPER J3L-65S

Landing Gear - FLOAT

Max Gross Wt - 1100

No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 90 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SEAPLANE BASE, LA

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)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 27

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1979

Make/Model- 6

Instrument- 39

Multi-Eng - 229

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE FLOAT PLANE ON A BAYOU, THE PILOT STARTED TO TAXI PAST AN ANCHORED BARGE ON THE WATERWAY. THE BARGE WAS USED TO SUPPORT A SHRIMP NET FRAMEWORK. WHILE PASSING THE BARGE, THE RIGHT WING OF THE AIRCRAFT STRUCK THE FRAMEWORK AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1492

7/05/82

NEW ORLEANS, LA

A/C Reg. No. N24500

Time (Lcl) - 1530 CDT

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1569 7/26/82 FRANKLINTON, LA A/C Reg. No. N5482Q Time (Lc1) - 1500 CDT

----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 150L	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	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FRANKLINTON
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 487
SE LAND	Months Since - 2	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 38
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 91

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING TAKEOFF, THE ENGINE LOST POWER WHEN THE AIRCRAFT WAS CLIMBING THROUGH ABOUT 500 FT AGL. THE INSTRUCTOR TOOK THE CONTROLS, MADE A SHALLOW TURN TO A CLEARING, AND LANDED IN A FIELD COVERED WITH UNDERBRUSH AND TREE STUMPS. THE PLANE WAS SUBSTANTIALLY DAMAGED WHEN IT MADE CONTACT WITH STUMPS. NO MECHANICAL FAILURES WERE VERIFIED.

Brief of Accident (Continued)

File No. - 1569

7/26/82

FRANKLINTON, LA

A/C Reg. No. N54820

Time (Lcl) - 1500 CDT

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 - ROLL

Finding(s)
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. OBJECT - OBJECT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1571

6/27/82

SALISBURY, MA

A/C Reg. No. N3590G

Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -AERIAL ADVERTISING

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

1

0

0

Accident Occurred During -APPROACH

NONE

Pass

0

0

0

0

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

Make/Model - CALLAIR A-9

Eng Make/Model - LYCOMING O-540

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1900

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

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- 150/005 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

HAMPTON, MA

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, SE SEA

Age - 24

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 598

Make/Model- 33

Instrument- UNK/NR

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF, THE PILOT BEGAN AN APPROACH TO PICK UP AN ADVERTISING BANNER. A WITNESS OBSERVED THE PLANE CIRCLING TO THE RIGHT. HE REPORTED THAT AS THE PLANE TURNED RIGHT, IT SUDDENLY PLUNGED STRAIGHT TO THE GROUND. THE AIRCRAFT CRASHED IN A MARSHLAND.

Brief of Accident (Continued)

File No. - 1571

6/27/82

SALISBURY,MA

A/C Reg. No. N3590G

Time (Lc1) - 1500 EDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - WET
 4. TERRAIN CONDITION - SOFT
-

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

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

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. - 1422 7/10/82 NORTH ADAMS,MA A/C Reg. No. N11690 Time (Lcl) - 1630 EDT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORTH ADAMS,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HARRIMAN-WEST
Wind Dir/Speed- 310/003 KTS	ATC/Airspace	Runway Ident - 29
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1876
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- 194
		Multi-Eng - 53
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING ROLL-OUT, THE AIRCRAFT HAD SLOWED TO ABOUT 20 MPH WHEN IT STARTED TO VEER SLIGHTLY TO THE LEFT. HE STATED THAT A SLIGHT RIGHT RUDDER AND BRAKE CORRECTION WAS MADE AND THE PLANE VEERED TO THE RIGHT. REPORTEDLY, HE WAS UNABLE TO CORRECT THE RIGHT TURN WITH THE LEFT BRAKE AND RUDDER. AS THE PLANE STARTED OFF THE RIGHT SIDE OF THE RUNWAY, THE PILOT APPLIED RIGHT BRAKING ACTION TO AVOID RAISED RUNWAY LIGHTS. SUBSEQUENTLY, THE AIRCRAFT GROUND LOOPED AND THE LEFT GEAR FAILED. THE PILOT STATED THAT THE LEFT HEEL BRAKE APPEARED NOT TO BE FUNCTIONING PROPERLY.

Brief of Accident (Continued)

File No. - 1422

7/10/82

NORTH ADAMS, MA

A/C Reg. No. N11690

Time (Lc1) - 1630 EDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. OBJECT - RUNWAY LIGHT
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1585 3/26/82 MCHENRY,MD A/C Reg. No. N6896V Time (Lcl) - 1945 EST

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

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

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	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	OFF AIRPORT/STRIP
Method - TELEPHONE	WILMINGTON,DE	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CINCINNATI,OH	GARRETT COUNTY
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 0.0	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2100 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 5000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - SNOW SHOWER		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
SE LAND	Months Since - 17	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- 31
		Last 30 Days- 7
		Instrument- 3
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

AT 0635 THE PLT RECEIVED A WX BRIEFING WHICH INCLUDED FORECASTED ICING CONDITIONS ALONG HIS ROUTE OF FLT. AT 1215 RECEIVED AN UPDATED BRIEFING & WAS INFORMED THAT IMC EXISTED ALONG HIS ROUTE OF FLT & VFR FLT WAS NOT RECOMMENDED. AT 1536 HE CALLED & RECEIVED THE ST. LOUIS, MO HOURLY WX. AT 1648 HE FILED A VFR FLT PLAN & INDICATED HE DID NOT NEED A WX BRIEFING SINCE HE HAD MONITORED THE WX THROUGHOUT THE DAY. HE WAS HOWEVER PROVIDED SIGMENT ECHO 3. THE PLT DEPARTED WILMINGTON AT APPROXIMATELY 1805. AT APPROXIMATELY 1945 THE ACFT WAS OBSERVED FLYING AT A LOW ALTITUDE IN A WESTERLY DIRECTION. THE WITNESS STATED THERE WAS A HEAVY SNOWFALL.

Brief of Accident (Continued)

File No. - 1585

3/26/82

MCHENRY,MD

A/C Reg. No. N6896V

Time (Lc1) - 1945 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1582 5/13/82 MITCHELLVILLE, MD A/C Reg. No. N3563W Time (Lcl) - 2100 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	0	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point FREDERICK, MD	
Method - N/A	Destination MITCHELLVILLE, MD	Airport Data FREEWAY
Completeness - N/A		Runway Ident - 18
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2150/ 30
Wind Dir/Speed- 180/003 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 5.0 SM	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(1st) - 25000 FT BROKEN	Type Approach Flown - VISUAL FULL CIRCUIT	
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 73
SE LAND	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 53
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF ON A DARK NIGHT TO AN AIRPORT THAT HE HAD NEVER LANDED AT BEFORE. WHILE EN ROUTE, HE BECAME DISORIENTED AND CALLED A FLIGHT SERVICE STATION FOR HELP. A MILITARY HELICOPTER PILOT RENDEZVOUSED WITH THE LOST PILOT AND PROVIDED VECTORS TO THE DESTINATION. POWER LINES WERE LOCATED NORTH OF THE AIRPORT. MOST OF THE PILOTS THAT WERE FAMILIAR WITH THE AIRPORT PLANNED THEIR APPROACHES TO GO INSIDE THE POWER LINES. HOWEVER, THE PILOT OF N3563W APPROACHED OVER THE LINES WHICH NECESSITATED A HIGH PATTERN. ALSO, THE PILOT STATED THAT AFTER HIS EN ROUTE EXPERIENCE, HE FORGOT TO LOWER HIS FLAPS. WHILE LANDING, HE FLOATED AND TOUCHED DOWN ABOUT 500 TO 700 FT FROM THE DEPARTURE END. WITNESSES HEARD THE BRAKES SQUEALING AS THE PILOT CONTINUED OFF THE RUNWAY. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT CONTINUED DOWN A GRADE AND INTO A GULLY AND WAS SUBSTANTIALLY DAMAGED. AN EXAMINATION OF THE AIRCRAFT REVEALED NO MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 1582

5/13/82

MITCHELLVILLE,MD

A/C Reg. No. N3563W

Time (Lc1) - 2100 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT. - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - DITCH

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1435 5/27/82 FREDERICK, MD A/C Reg. No. N6620Q Time (Lcl) - 1415 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P & W R-3140
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 3.0 SM
Cloud Conditions(1st) - 1000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARTINSBURG, WV
Destination
FREDERICK, MD

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 - 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 - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6000
Make/Model - 2500
Instrument - 850
Multi-Eng - 1950
Last 24 Hrs - 1
Last 30 Days - UNK/NR
Last 90 Days - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT 1 TO 2 OUNCES OF WATER WAS DRAINED FROM THE LOW POINT FUEL SUMP, BUT NO WATER WAS DETECTED FROM THE OTHER SUMPS. HE STATED THAT HE DRAINED THE SUMP UNTIL NO WATER WAS DETECTED. DURING THE FLIGHT, THE ENGINE SURGED TWICE, THEN LOST POWER MOMENTARILY. IT WAS RESTARTED, BUT A SHORT TIME LATER, IT STOPPED AGAIN AND COULD NOT BE RESTARTED. REPORTEDLY, A FOUR LANE HIGHWAY WAS THE ONLY SUITABLE LANDING AREA. DURING THE LANDING, THE PILOT ATTEMPTED TO LAND IN A CLEAR SPACE BETWEEN THE VEHICLES ON THE ROADWAY. HOWEVER, THE AIRCRAFT STRUCK A CAR, THEN WENT INTO A DITCH AND NOSED OVER. THE CAR STRUCK THE ROAD EMBANKMENT, AND LATER, THE DRIVER DIED. WATER AND MUDDY RESIDUE WERE FOUND IN THE MAIN FUEL STRAINER AND CARBURETOR. WATER WAS ALSO FOUND IN THE FUEL FILTER FOR THE UNDERGROUND FUEL STORAGE TANK AND THE TRUCK-MOUNTED PORTABLE FUEL TANK.

Brief of Accident (Continued)

File No. - 1435

5/27/82

FREDERICK, MD

A/C Reg. No. N6620Q

Time (Lc1) - 1415 EDT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FLUID, FUEL - WATER
 3. SERVICE OF AIRCRAFT - IMPROPER -
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

5. OBJECT - VEHICLE
 6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1401 6/18/82 WOODBINE, MD A/C Reg. No. N5153X Time (Lcl) - 1830 EDT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 3	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 03
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600/ 150
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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 426
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 42
		Last 30 Days- UNK/NR
GLIDER		Instrument- 53
		Last 90 Days- 112
		Multi-Eng - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF FROM RUNWAY 21, THE PILOT MADE A LEFT TURN-OUT THEN REENTERED A DOWNWIND FOR RUNWAY 03. AT ABOUT THE SAME TIME, A CESSNA 150 WAS DEPARTING FROM RUNWAY 21 AND A GLIDER ENTERED THE PATTERN TO LAND ON RUNWAY 03. TWO WITNESSES OBSERVED THE AIRCRAFT CONVERGING IN THE VICINITY OF THE TRAFFIC PATTERN. ACCORDING TO ONE WITNESS, ONE OF THE CONVERGING AIRCRAFT PULLED UP SHARPLY, THEN SPUN THREE TIMES BEFORE HITTING THE GROUND. N5153X CRASHED ON THE DOWNWIND LEG. IT IMPACTED IN ABOUT A 45 DEGREE ANGLE AND BURNED. REPORTEDLY, THE ENGINE SOUNDED NORMAL UNTIL IMPACT. AN EXAMINATION OF THE FLIGHT CONTROLS REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1401

6/18/82

WOODBINE,MD

A/C Reg. No. N5153X

Time (Lc1) - 1830 EDT

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. VISUAL LOOKOUT - DELAYED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

2. MANEUVER - PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1438 6/27/82 NEAR LARGO, MD A/C Reg. No. NONE Time (Lcl) - 1020 EDT

----Basic Information----

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

----Aircraft Information----

Make/Model	- PTERODACTYL ASCENDER	Eng Make/Model	- CUYUNA 430D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 465	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 30 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	- CALM		- N/A
Visibility	- 6.0 SM	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	- 12000 FT BROKEN	Type of Flight Plan	- N/A
Cloud Conditions(2nd)	- 18000 FT OVERCAST	Type of Clearance	- N/A
Obstructions to Vision	- HAZE	Type Approach Flown	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 41	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current - N/A	Total - UNK/NR	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WHILE PREPARING FOR A FLIGHT TO FILM A SEGMENT FOR A TV PROGRAM ABOUT ULTRALIGHTS, THE PILOT COMPLETED A SERIES OF TAXI TESTS & CLIMBS TO ABOUT 50FT AGL FOLLOWED BY AN IMMEDIATE LANDING. HE HAD BEEN PREVIOUSLY INSTRUCTED TO USE NO MORE THAN 3/4 POWER & NEVER FLY BEYOND VNE OF 55MPH. HE THEN COMMENCED A TAKEOFF & STEEP CLIMB AT FULL POWER & PROCEEDED TO MAKE SOME TURNS, CLIMBS & DESCENTS FROM ABOUT 500-1000FT. THE ULTRALIGHT THEN ENTERED A FULL POWER DESCENT & BEGAN A PITCH OSCILLATION FOLLOWED IMMEDIATELY BY THE FAILURE OF THE LEFT WING. IN REVIEWING A VIDEO TAPE, IT APPEARED THAT THE PILOT LOST HIS FOOTING ON THE NOSE WHEEL STEERING BAR & WAS TOSSED FORWARD DURING THE PITCH OSCILLATION. THE PILOT WAS LIFTED UP OUT OF HIS SEAT DURING THE OSCILLATION. BOTH WINGS FOLDED & THE PILOT FELL CLEAR OF THE ULTRALIGHT. THE PILOT DID NOT HAVE HIS SEAT HARNESS FASTENED. NO PILOT CERTIFICATE HAD EVER BEEN ISSUED TO THE PILOT. FEDERAL REGULATIONS DO NOT REQUIRE A PILOT OF AN ULTRALIGHT TO RECEIVE TRAINING OR POSSESS AN AERONAUTICAL RATING IN THIS CATEGORY OF AIRCRAFT.

Brief of Accident (Continued)

File No. - 1438

6/27/82

NEAR LARGO, MD

A/C Reg. No. NONE

Time (Lcl) - 1020 EDT

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

Finding(s)

1. SEAT BELT - NOT USED - PILOT IN COMMAND
 2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 4. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
 5. AIRSPEED - EXCEEDED - PILOT IN COMMAND
 6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. WING, BRACING WIRE - OVERLOAD
 10. WING, SPAR - OVERLOAD
 11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1424 7/10/82 WESTMINSTER, MD A/C Reg. No. N4371X Time (Lcl) - 0906 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	0	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1AS	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SOMERSET, NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ORANGE COUNTY, VA	CLEARVIEW AIRPARK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 31
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1550/ 30
Cloud Conditions(1st) - 10000 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 417
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-32	Make/Model- 74
		Last 30 Days- 6
		Instrument- 41
		Last 90 Days- 6
		Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A CROSS-COUNTRY FLIGHT, THE PILOT ELECTED TO MAKE AN UNSCHEDULED STOP AT A UNFAMILIAR AIRPORT TO CHECK THE EN ROUTE WEATHER. HE CIRCLED THE AIRPORT AND THOUGHT THE WIND INDICATED FAVORED RUNWAY 31, BUT LATER, HE FOUND THAT THE WIND WAS CALM. NO RESPONSE WAS RECEIVED WHEN HE ATTEMPTED TO CONTACT THE AIRPORT UNICOM. RUNWAY 31 SLOPED DOWNHILL AND HAD A 280 FT DISPLACED THRESHOLD. THE PILOT WAS UNAWARE THAT ONLY 1550 FT OF RUNWAY WAS AVAILABLE SINCE HIS SECTIONAL CHART INDICATED THAT IT WAS 1800 FT LONG. ALSO, HE WAS UNAWARE THAT MOST PILOTS USED RUNWAY 13 WHEN POSSIBLE TO AVOID THE DOWNSLOPE ON RUNWAY 31. DURING THE LANDING, HE TOUCHED DOWN NEAR MIDFIELD. HE RECOGNIZED THEN THAT THERE MIGHT NOT HAVE BEEN SUFFICIENT RUNWAY TO STOP, BUT RAISED THE FLAPS AND BRAKED HARD, RATHER THEN GO AROUND, BECAUSE OF TREES BEYOND THE END OF THE RUNWAY. DESPITE HEAVY BRAKING, THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 1424

7/10/82

WESTMINSTER, MD

A/C Reg. No. N4371X

Time (Lcl) - 0906 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DISPLACED THRESHOLD
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 5. DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 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) 3,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1501 5/03/82 FLINT, MI A/C Reg. No. N8963F Time (Lcl) - 1708 EDT

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

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

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT	
Method	- RADIO	SAME AS ACC/INC		
Completeness	- PARTIAL, LMTD BY FCSTR	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	BISHOP	
Wind Dir/Speed	- 020/009 KTS		Runway Ident	- 36
Visibility	- 14.0 SM	ATC/Airspace	Runway Lth/Wid	- 7850/ 150
Cloud Conditions(1st)	- 6000 FT SCATTERED	Type of Flight Plan	- NONE	
Cloud Conditions(2nd)	- NONE	Type of Clearance	- TOWER	
Obstructions to Vision	- NONE	Type Approach Flown	- NONE	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 4540
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 180
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 517
		Multi-Eng	- 1177
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 10
		Rotorcraft	- 1881

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE AIRCREW WERE ON AN INSTRUCTIONAL FLIGHT TO PREPARE THE STUDENT, A RATED PILOT, FOR A FLIGHT INSTRUCTOR RATING. AFTER PRACTICING SEVERAL AUTOROTATION APPROACHES, THE HELICOPTER WAS LANDED. THE INSTRUCTOR PILOT (IP) STATED THAT AFTER TOUCHDOWN, HE AND THE STUDENT WERE IN A DISCUSSION WHEN THEY HEARD A LOUD "POP". THE IP DEPLANED AND INSPECTED THE HELICOPTER, BUT FOUND NO IRREGULARITIES. THEY TOOK OFF AND PERFORMED ANOTHER AUTOROTATION. AFTER TOUCHDOWN, THE COLLECTIVE WAS LOWERED, THE HELICOPTER PITCHED LEFT AND FORWARD, AND THE ROTOR BLADES CONTACTED THE GROUND AND TAIL BOOM. AN INVESTIGATION REVEALED THAT THE LEFT FRONT SHOCK STRUT DAMPER ASSEMBLY, NO: 269A3150-5, HAD FAILED. TOTAL TIME ON THE PART WAS 3614 HRS. ACCORDING TO A METALLURGICAL REPORT, A SINGLE OVERLOAD FRACTURE WAS FOUND AT THE CLEVIS ON THE PISTON END OF THE DAMPER. THE CFI DID NOT REPORT ANY HARD LANDINGS.

Brief of Accident (Continued)

File No. - 1501

5/03/82

FLINT,MI

A/C Reg. No. N8963F

Time (Lcl) - 1708 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING

Finding(s)

1. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - OVERLOAD
 2. UNDETERMINED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1505 6/05/82 PLAINWELL, MI A/C Reg. No. N9577M Time (Lc1) - 1650 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 - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSON, MI
Destination
PLAINWELL, MI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OTSEGO-PLAINWELL MUN.
Runway Ident - 19
Runway Lth/Wid - 2550/ 220
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 54

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	-	450	Last 24 Hrs	-	0
Make/Model	-	130	Last 30 Days	-	UNK/NR
Instrument	-	15	Last 90 Days	-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE ENTERED THE TRAFFIC PATTERN, THE RADIOS DID NOT WORK. HE STATED THAT HE HAD HIS MIND ON THIS PROBLEM AND DID NOT PUT THE GEAR DOWN. ALSO, HE REPORTED THAT ON DOWNWIND, THE GEAR WARNING HORN DID NOT WORK, AND SUBSEQUENTLY, THE PROPELLER AND UNDERSIDE OF THE AIRCRAFT WERE DAMAGED DURING A GEAR-UP LANDING. WHEN CHECKED, THE GEAR OPERATED NORMALLY AND THE GEAR WARNING DEVICE WOULD ACTIVATE WHEN THE THROTTLE WAS WITHIN 1/2 INCH FROM BEING FULLY CLOSED.

Brief of Accident (Continued)

File No. - 1505

6/05/82

PLAINWELL,MI

A/C Reg. No. N9577M

Time (Lcl) - 1650 EDT

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

Finding(s)

1. COMM/NAV EQUIPMENT - ERRATIC
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1506 6/13/82 MIDLAND, MI A/C Reg. No. N52075 Time (Lcl) - 0955 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	- CESSNA 182RG	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 235 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/007 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 - 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;">JACK BARSTOW</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 3000/ 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;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 16</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>- 1044</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>140</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>350</td> <td>Last 90 Days-</td> <td>33</td> </tr> </table>	Total	- 1044	Last 24 Hrs	- 2	Make/Model-	140	Last 30 Days-	UNK/NR	Instrument-	350	Last 90 Days-	33
Total	- 1044	Last 24 Hrs	- 2											
Make/Model-	140	Last 30 Days-	UNK/NR											
Instrument-	350	Last 90 Days-	33											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO THE WASH RACK, THE PILOT DECIDED TO MAKE A TAKEOFF AND LANDING. AFTER TAKEOFF, HE ENTERED THE DOWNWIND AND OBSERVED TWO OTHER AIRCRAFT ENTERING BEHIND HIM. WHILE MAINTAINING SEPARATION FROM THE OTHER AIRCRAFT AND LOOKING FOR A FLOCK OF BIRDS THAT HE HAD SEEN EARLIER, HE REDUCED POWER ON FINAL APPROACH AND HEARD THE GEAR WARNING HORN. HOWEVER, HE MISTOOK THE GEAR HORN FOR THE STALL WARNING HORN WHICH HAD RECENTLY BEEN REPLACED DUE TO DEFECTIVE OPERATION. SUBSEQUENTLY, THE THE AIRCRAFT WAS LANDED WITH THE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 1506

6/13/82

MIDLAND,MI

A/C Reg. No. N5207S

Time (Lcl) - 0955 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 - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1596 6/16/82 HUDSONVILLE, MI A/C Reg. No. N364W Time (Lcl) - 1900 EDT

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

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

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

Make/Model	- BELL 47G-2A	Eng Make/Model	- LYCOMING IO-435	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1900	Engine Type	- UNK/NR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 045/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 6102	Last 24 Hrs - 6
SE LAND	Months Since - 4	Make/Model- 5649	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 74	Last 90 Days- 172
			Rotorcraft - 5649

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT WAS FLYING A SWATH RUN THAT REQUIRED HIM TO FLY UNDER ELECTRIC WIRES NEAR A BLACKTOP COUNTY ROAD. AS THE PILOT WAS COMING OFF THE FIELD AND PASSING UNDER THE WIRES, HE REALIZED HE WAS ON A COLLISION COURSE WITH A CAR. HE PULLED UP TO AVOID THE CAR AND STRUCK THE WIRES. THE PILOT STATED THAT HE HAD SEENED THE CAR BEFORE CROSSING UNDER THE WIRES. HE THOUGHT THE DRIVER OF THE CAR HAD SLOWED TO ALLOW THE HELICOPTER TO PROCEED.

Brief of Accident (Continued)

File No. - 1596

6/16/82

HUDSONVILLE,MI

A/C Reg. No. N364W

Time (Lc1) - 1900 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. OBJECT - VEHICLE
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. OBJECT - WIRE,TRANSMISSION
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

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. - 1443 7/05/82 MORENCI, MI A/C Reg. No. N4698L Time (Lcl) - 1825 EDT

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

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

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

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- 1200	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since	- UNK/NR	Last 30 Days - 13
	Aircraft Type	- UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED THE TOLEDO SUBURBAN ARPT AT 1800 FOR A LOCAL INSTRUCTIONAL FLT. ONE WITNESS DESCRIBED THE ACFT AS FLYING VERY ERRATICALLY. IT WAS DIPPING FROM SIDE TO SIDE & GAINING & LOSING ALTITUDE VERY RAPIDLY. HE NEXT OBSERVED THE PLANE CLIMB STRAIGHT UP & ROLL OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1443

7/05/82

MORENCI,MI

A/C Reg. No. N4698L

Time (Lcl) - 1825 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1465

7/17/82

MACKINAC, MI

A/C Reg. No. N31844

Time (Lc1) - 1115 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

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

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

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

Eng Make/Model - LYCOMING IO-540K
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 25000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DRUMMAN, IL
Destination
MACKINAC, MI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MACKINAC
Runway Ident - 08
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3500	Last 24 Hrs -	3
Make/Model-	3500	Last 30 Days-	30	
Instrument-	0	Last 90 Days-	40	

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LANDED WHEELS UP. NO MALFUNCTION OF THE LANDING GEAR SYSTEM COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1465

7/17/82

MACKINAC, MI

A/C Reg. No. N31844

Time (Lc1) - 1115 EDT

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1541

7/21/82

BERRIEN SPRINGS, MI

A/C Reg. No. N1914L

Time (Lcl) - 1530 EDT

-----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 -LANDING

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

Make/Model - BEECH B19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LANSING, MI
Destination
BERRIEN SPRINGS, MI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ANDREWS UNIVERSITY
Runway Ident - 13
Runway Lth/Wid - 3100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - BE-19

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

Total	-	190	Last 24 Hrs -	1
Make/Model-	190	Last 30 Days-	6	
Instrument-	1	Last 90 Days-	13	

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE AIRCRAFT BOUNCED AND THE PILOT LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY, WENT INTO A MUDDY AREA, AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1541

7/21/82

BERRIEN SPRINGS, MI

A/C Reg. No. N1914L

Time (Lc1) - 1530 EDT

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

Finding(s)

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

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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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. - 1583 4/16/82 BIRD ISLAND, MN A/C Reg. No. N3201P Time (Lcl) - 1550 CST

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	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	OFF AIRPORT/STRIP
Method - TELEPHONE	THIEF RIVER FALLS, MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NEW ULM, MN	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 1500 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 985
SE LAND	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - M-20J	Make/Model- 732
		Instrument- 5
		Last 30 Days- 20
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING FLARE THE AIRCRAFT DROPPED RAPIDLY STRIKING THE RUNWAY ON THE MAIN GEAR. IT THEN BOUNCED BACK INTO THE AIR AND LANDED ON THE NOSE GEAR, WHICH PROCEEDED TO COLLAPSE.

Brief of Accident (Continued)

File No. - 1583

4/16/82

BIRD ISLAND, MN

A/C Reg. No. N3201P

Time (Lc1) - 1550 CST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1509 6/19/82 PRINCETON,MN A/C Reg. No. N8267A Time (Lcl) - 1145 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

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

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINO LAKES,MN
Destination
PRINCETON,MN

Airport Proximity
ON AIRPORT

Airport Data

PRINCETON MUNICIPAL
Runway Ident - 33
Runway Lth/Wid - 2800/ 60
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 - 30
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 177
Make/Model- 22
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING, THE PILOT MADE A GO-AROUND ON HIS FIRST APPROACH TO RUNWAY 33 WHEN HE SAW A TRUCK ON THE RUNWAY. ON HIS SECOND DOWNWIND, HE DETERMINED THAT TRUCKS WERE OPERATING ONLY ON THE DISPLACED PORTION OF RUNWAY 15. HE CONTINUED THE SECOND APPROACH IN WINDS THAT WERE GUSTING TO 15 KTS. THE PILOT SAID THAT HE HIT A GUST OF WIND DURING THE LANDING FLARE AND FOUND HIMSELF HIGH, SLOW, AND OFF TO THE RIGHT. HE ATTEMPTED A GO-AROUND, BUT WAS UNABLE TO REGAIN FLYING SPEED. THE RIGHT MAIN GEAR COLLAPSED DURING A LANDING IN THE CONSTRUCTION AREA.

Brief of Accident (Continued)

File No. - 1509

6/19/82

PRINCETON,MN

A/C Reg. No. N8267A

Time (Lcl) - 1145 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1559 6/23/82 MAPLE PLAIN, MN A/C Reg. No. N84554 Time (Lcl) - 1915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/009 KTS
Visibility - 20.0 SM

ATC/Airspace

Cloud Conditions(1st) - 12000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 41

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	7500	Last 24 Hrs -	0
Make/Model-	100	Last 30 Days-	UNK/NR	
Instrument-	2180	Last 90 Days-	2	
Multi-Eng -	6792			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE CIRCLED THE FARM AREA SEVERAL TIMES TO FIND A SUITABLE LANDING SITE. HE DECIDED ON A PORTION OF THE FARMER'S FIELD NEXT TO THE HOUSE AND MADE A FINAL PASS TO INSPECT THE AREA. DURING THE PASS, HE SAW SOME TREES AND REPORTEDLY DECIDED TO GO AROUND. HE APPLIED FULL THROTTLE (FROM GLIDE POWER). BUT THE ENGINE SPUTTERED AND QUIT. THE PILOT STATED THAT HE INITIATED A STALL TO AVOID THE ONCOMING OBSTRUCTIONS (HOUSE AND TREES). THE TEMPERATURE AND DEW POINT WERE 82 AND 51 DEG, RESPECTIVELY. ACCORDING TO THE ICING PROBABILITY CHARTS, CONDITIONS AT THESE TEMPERATURES WOULD BE CONDUCIVE TO SERIOUS CARBURETOR ICING WHEN THE POWER WAS AT IDLE. THE CARBURETOR HEAT WAS FOUND IN THE OFF POSITION. A BLOOD/ALCOHOL TEST SHOWED THAT THE PILOT'S ETHANOL CONTENT WAS 221 MG/DL. THE PILOT'S LAST MEDICAL CERTIFICATE WAS DATED 4/4/80. IT HAD BEEN ISSUED WITH A RESTRICTION (A SPECIAL PANEL EXEMPTION) AFTER HE HAD BEEN TREATED FOR ALCOHOLISM. THE CERTIFICATE WAS ISSUED FOR ONLY 6 MONTHS.

Brief of Accident (Continued)

File No. - 1559

6/23/82

MAPLE PLAIN, MN

A/C Reg. No. N84554

Time (Lcl) - 1915 CDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. FUEL SYSTEM, CARBURETOR - ICE

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)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. STALL - INTENTIONAL - PILOT IN COMMAND
10. TERRAIN CONDITION - HIGH VEGETATION

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

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

Factor(s) relating to this accident is/are finding(s) 4,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1540 7/21/82 MURDOCK, MN A/C Reg. No. N8801Y Time (Lcl) - 1840 CDT

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

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

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

Make/Model - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M1B5D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MURDOCK, MN</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 MURLOCK</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 27</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 - 2216</p> <p>Make/Model- 80</p> <p>Instrument- 256</p> <p>Multi-Eng - 457</p> <p>Last 24 Hrs - 17</p> <p>Last 30 Days- 40</p> <p>Last 90 Days- 80</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS EN ROUTE TO A BEAN FIELD WHEN THE GROUND ADJUSTABLE PROPELLER CAME OUT OF ADJUSTMENT. THE PILOT DUMPED THE LOAD AND MADE A FORCED LANDING IN A BEANFIELD. DURING THE LANDING, THE AIRCRAFT NOSED OVER AND WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED THAT THE ADJUSTABLE FIXED PITCH PROPELLER ALUMINUM SLEEVE, THAT HOLDS THE PROPELLER IN A FIXED PITCH, SHEARED OFF IN FLIGHT.

Brief of Accident (Continued)

File No. - 1540

7/21/82

MURDOCK, MN

A/C Reg. No. N8801Y

Time (Lcl) - 1840 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - FAILURE, PARTIAL

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

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1440 6/26/82 KAHOKA,MO A/C Reg. No. N2751L Time (Lcl) - 2110 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300
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- CALM
Visibility - 5.0 SM
Cloud Conditions(1st) - 3000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ODESSA,MO
Destination
KAHOKA,MO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JOHN DEERE DEALER
Runway Ident - 29
Runway Lth/Wid - 2500/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 164
Make/Model- 48
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT ON HIS FIRST APPROACH TO LAND, THE RUNWAY APPEARED TO BE SHORT, SO HE MADE A GO-AROUND. HE REPORTED THAT HE THEN USED A SHORT FIELD TECHNIQUE. HE STATED THAT HE DID NOT LIKE THE LOOKS OF THE RUNWAY, SO HE ATTEMPTED ANOTHER GO-AROUND. REPORTEDLY, HE INITIATED THE GO-AROUND WITH FULL FLAPS AND STARTED A LEFT TURN AFTER LIFT-OFF. AT ABOUT THAT TIME, THE AIRCRAFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 1440

6/26/82

KAHOKA, MO

A/C Reg. No. N2751L

Time (Lcl) - 2110 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1463 7/31/82 CHESTERFIELD,MO A/C Reg. No. N4070B Time (Lcl) - 1545 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Crew
Pass

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

Make/Model - BELL 47J-2
Landing Gear - SKID
Max Gross Wt - 4000
No. of Seats - 4

Eng Make/Model - LYCOMING VO-540B1B
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 080/007 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
ALHAMBRA,IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SPIRIT OF ST. LOUIS
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - HOLES

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

Pilot-In-Command

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - 125

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

Total	- 4655	Last 24 Hrs	- 0
Make/Model-	975	Last 30 Days-	UNK/NR
Instrument-	507	Last 90 Days-	262
Multi-Eng	- 3360	Rotorcraft	- 975

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE TOOK OFF AND WAS GOING THROUGH TRANSLATIONAL LIFT AT ABOUT 15 TO 20 FT AGL WHEN HE HEARD A LOUD BANG. HE SAID THE LOUD BANG WAS ACCOMPANIED BY A POWER LOSS. AN IMMEDIATE DESCENT WAS MADE AND THE HELICOPTER WAS LANDED HARD WITH A FORWARD SPEED OF ABOUT 30 KTS. THE PILOT REPORTED THAT DURING THE LANDING, THE TAIL BOOM WAS CHOPPED OFF AND THE RIGHT SKID COLLAPSED WHEN THE HELICOPTER SKIDDED THROUGH A DITCH. THE ENGINE WAS STILL RUNNING AFTER LANDING. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT DEFICIENCIES.

Brief of Accident (Continued)

File No. - 1463

7/31/82

CHESTERFIELD,MO

A/C Reg. No. N4070B

Time (Lcl) - 1545 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

Occurrence #4 OTHER GEAR COLLAPSED
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1407 8/09/82 WEST PLAINS,MO A/C Reg. No. N2319V Time (Lcl) - 1930 CDT

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 85 HP	

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

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	WEST PLAINS
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 645
SE LAND	Months Since - 24	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 360
		Instrument- 15
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING SHORT FIELD TAKEOFFS AND MANEUVERED TO CLEAR A 50 FOOT BARRIER. HE STALLED THE AIRCRAFT AND WAS UNABLE TO RECOVER BEFORE IMPACTING THE GROUND, NOSE AND RIGHT WING FIRST.

Brief of Accident (Continued)

File No. - 1407

8/09/82

WEST PLAINS, MO

A/C Reg. No. N2319V

Time (Lcl) - 1930 CDT

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
-

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1523

9/14/82

WALLS, MS

A/C Reg. No. N2311E

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 - BENSON B8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - MCCULLOCH 99
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 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- 240/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DELTA FLYING SERVICE
Runway Ident - 18
Runway Lth/Wid - 2500/ 35
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	291	Last 24 Hrs -	0
Make/Model-	6		Last 30 Days-	UNK/NR
Instrument-	15		Last 90 Days-	6
			Rotorcraft -	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER HE TOOK OFF AND CLIMBED TO ABOUT 100 FT AGL, HE TRIED TO TURN, BUT FOUND HE HAD NO CONTROL OF THE AIRCRAFT. HE THEN REDUCED THE POWER AND CRASH LANDED INTO A SOYBEAN FIELD. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THE LOWER LEFT CONTROL PUSH ROD ATTACHING BOLT WAS MISSING.

Brief of Accident (Continued)

File No. - 1523

9/14/82

WALLS,MS

A/C Reg. No. N2311E

Time (Lc1) - 1815 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - DISCONNECTED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1551 5/15/82 MARION, MT

A/C Reg. No. N4175Y

Time (Lcl) - 1600 MDT

-----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 - PARACHUTE JUMPING

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 185A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 50.0 SM

Cloud Conditions(1st) - 4500 FT SCATTERED

Cloud Conditions(2nd) - 6500 FT SCATTERED

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

LOST PRAIRIE-CARSON FIELD

Runway Ident - 30

Runway Lth/Wid - 4000/ 70

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2478

Make/Model- 1600

Instrument- 90

Multi-Eng - 183

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE WAS ON FINAL APPROACH, HE LOST ALL CONTROL, WHILE AT AN AIRSPEED OF ABOUT 74 MPH, AND THE AIRCRAFT STRUCK THE GROUND IN A NOSE LOW ATTITUDE. HE REPORTED THAT THE WIND WAS VARIABLE AT 10 GUSTING 20 KTS. ABOUT 35 MILES AWAY AT KALISPELL, MT, THE WIND WAS REPORTED FROM 240 DEGREES AT 5 KTS. THE DENSITY ALTITUDE WAS ABOUT 5000 FT.

Brief of Accident (Continued)

File No. - 1551

5/15/82

MARION, MT

A/C Reg. No. N4175Y

Time (Lc1) - 1600 MDT

Occurrence

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1433 6/16/82 WHITE SULPHUR SPRING, MT A/C Reg. No. N5785V Time (Lcl) - 1400 MST

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

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

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

Make/Model - AEROSPATIALE SA 315B	Eng Make/Model - TURBOMECA ARTOUSE IIIB	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	Weather Radar - UNK/NR
No. of Seats - 5	Rated Power - 858 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 - UNK/NR
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 23000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1000
		Instrument- 2700
		Multi-Eng - 200
		Last 30 Days- UNK/NR
		Last 90 Days- 66
		Rotorcraft - 22000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED BESIDE A SMALL BUILDING (CALLED A DOG HOUSE) WHICH CONTAINED SEISMIC INSTRUMENTS AND RECORDING EQUIPMENT. HE WAS SCHEDULED TO MOVE THE BUILDING AND HOOKED A LONG LINE FROM IT TO THE HELICOPTER. AFTER WAITING ABOUT 45 MINUTES FOR FINAL INSTRUCTIONS, HE RECEIVED A CALL TO LOOK FOR A POWDER BAG THAT WAS LOST. THE PILOT FORGOT THAT THE LONG LINE WAS ATTACHED TO THE SMALL BUILDING AND TOOK OFF. AFTER REACHING THE END OF THE LONG LINE, THE HELICOPTER WAS JERKED TO THE GROUND AND CRASHED. A MEMBER OF THE SEISMIC CREW WAS IN THE BUILDING AND RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 1433

6/16/82

WHITE SULPHUR SPRING, MT

A/C Reg. No. N5785V

Time (Lc1) - 1400 MST

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

Finding(s)

1. PICK-UP EQUIPMENT - NOT REMOVED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1519

6/19/82

LAUREL, MT

A/C Reg. No. N45564

Time (Lcl) - 1615 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAUREL MUNICIPAL
Runway Ident - 21
Runway Lth/Wid - 4000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1569
Make/Model- 6
Instrument- 3
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 89

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE PILOT APPLIED HEAVY BRAKING AND THE AIRCRAFT NOSED OVER, THIS OCCURRED AFTER HE HAD LANDED LONGER THAN NORMAL AND WAS SLOWING TO GAIN ACCESS TO A TAXIWAY. THE TEMPERATURE WAS 85 DEGREES FAHRENHEIT AND THE ASPHALT RUNWAY WAS HOT, SOFT, AND STICKY. REPORTEDLY, THE BRAKES WERE OPERATING NORMALLY.

Brief of Accident (Continued)

File No. - 1519

6/19/82

LAUREL,MT

A/C Reg. No. N45564

Time (Lc1) - 1615 MDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1451 6/28/82 RONAN,MT A/C Reg. No. N9626F Time (Lcl) - 1245 MDT

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

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

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

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 190 HP	

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

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

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 16435
SE LAND,ME LAND,SE SEA	Months Since - 16	Make/Model- 70
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 190
		Multi-Eng - 40
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 195

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER SPRAYING THE FIELD, THE PILOT WAS MAKING AN "END SWATH" WHEN THE HELICOPTER COLLIDED WITH A POWER LINE. THE HELICOPTER CRASHED AFTER A WIRE WRAPPED AROUND THE SWASH PLATE AND DAMAGED THE CONTROLS. THE PILOT STATED THAT HE FAILED TO SEE THE WIRE.

Brief of Accident (Continued)

File No. - 1451

6/28/82

RONAN,MT

A/C Reg. No. N9626F

Time (Lc1) - 1245 MDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1542 7/20/82 BILLINGS,MT A/C Reg. No. N6487D Time (Lcl) - 0805 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

ELT Installed/Activated - YES/YES
Stall Warning System - 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- 210/011 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 8000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GILLETTE,WY
Destination
BILLINGS,MT

Airport Proximity
ON AIRPORT

Airport Data

BILLINGS LOGAN
Runway Ident - 27
Runway Lth/Wid - 10500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 26
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1265
Make/Model- 356
Instrument- 25
Last 24 Hrs - 15
Last 30 Days- UNK/NR
Last 90 Days- 374

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED DURING A LANDING ON RUNWAY 27R. AT THE TIME OF THE ACCIDENT, THE WINDS WERE REPORTED TO BE FROM 210 DEGREES AT 11 KTS. THE PILOT STATED THAT HE ENCOUNTERED MODERATE TURBULENCE DURING THE APPROACH. HE BELIEVED THAT HE ALSO ENCOUNTERED A GUST OF WIND WHEN HE TOUCHED DOWN. AFTER LANDING, THE PLANE DEPARTED THE RIGHT SIDE OF THE RUNWAY, PROCEEDED DOWN AN EMBANKMENT, AND HIT SEVERAL CONCRETE BLOCKS.

Brief of Accident (Continued)

File No. - 1542

7/20/82

BILLINGS,MT

A/C Reg. No. N6487D

Time (Lc1) - 0805 MDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
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 TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DOWNHILL
8. OBJECT - OBJECT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1461 7/29/82 MARION, MT A/C Reg. No. N8997E Time (Lcl) - 1635 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 25.0 SM

Cloud Conditions(1st) - 6000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RIGBY, ID

Destination

MARION, MT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRSTRIP

Airport Data

LOST PRAIRIE-CARSON FIELD

Runway Ident - 30

Runway Lth/Wid - 4000/ 70

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 69 Last 24 Hrs - 4

Make/Model- 6 Last 30 Days- 19

Instrument- 3 Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HER HUSBAND, WHO WAS ALSO A RATED PILOT, WERE AT THE CONTROLS. DURING ARRIVAL, THE WIND SOCK WAS CHECKED, BUT NO WIND WAS NOTICED. REPORTEDLY, THE PILOT'S HUSBAND LANDED THE PLANE FROM THE RIGHT FRONT SEAT. THE PILOT REPORTED THAT THE FLARE WAS STARTED, THE PLANE TOUCHED DOWN AND THEN BALLOONED UP. IT TOUCHED DOWN AGAIN, THEN ON THE THIRD BOUNCE THE NOSE GEAR AND PROPELLER HIT THE GROUND. SUBSEQUENTLY, THE NOSE GEAR FAILED, THE AIRCRAFT SPUN TO THE LEFT AND THE LEFT GEAR FAILED.

Brief of Accident (Continued)

File No. - 1461

7/29/82

MARION,MT

A/C Reg. No. N8997E

Time (Lcl) - 1635 MDT

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

Finding(s)

1. FLARE - IMPROPER - COPILOT
 2. LANDED AT WRONG AIRPORT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER -
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1587 8/14/82 SPOUT SPRINGS, NC A/C Reg. No. N96046 Time (Lcl) - 1610 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	1	0
			0	0	0	0

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SOUTHERN PINES, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SPOUT SPRINGS, NC	CRAVEN
Wind Dir/Speed- 080/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1710 -UNK/NR
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 3700 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 - 44	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 961
SE LAND	Months Since - 48	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 153
		Instrument- 21
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE WIND WAS GUSTING AND SHIFTING AS HE WAS LANDING WITH A CUMULUS BUILD-UP NEARBY. HE REPORTED THAT DURING HIS LANDING, HE INCREASED HIS AIRSPEED TO COMPENSATE FOR A GUSTY CROSSWIND. THE PILOT STATED THAT THE MECHANICAL BRAKES DID NOT SEEM TO BE STOPPING THE AIRCRAFT DURING THE ROLL-OUT, SO HE INITIATED A GO-AROUND. HE STATED THAT DURING THE GO-AROUND, THE WIND SHIFTED TO A QUARTERING TAIL WIND. THERE WERE TREES NEAR THE END OF THE RUNWAY. HE TRIED TO FLY THROUGH A GAP IN THE TREES, BUT BELIEVED THE PLANE MAY HAVE BRUSHED THEM. SUBSEQUENTLY, THE AIRCRAFT LOST AIRSPEED AND CRASHED INTO A MOBILE HOME.

Brief of Accident (Continued)

File No. - 1587

8/14/82

SPOUT SPRINGS, NC

A/C Reg. No. N96046

Time (Lc1) - 1610 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. OBJECT - TREE(S)
 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. OBJECT - RESIDENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1586 8/14/82 JACKSONVILLE, NC A/C Reg. No. N5301Q Time (Lcl) - 1240 EDT

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

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

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

Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 090/008 KTS	SKY MANOR	
Visibility	- 7.0 SM	Runway Ident	- UNK/NR
Cloud Conditions(1st)	- 2500 FT BROKEN	Runway Lth/Wid	- 4500/ 85
Cloud Conditions(2nd)	- 6000 FT BROKEN	Runway Surface	- GRASS/TURF
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 641	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 18	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 120	Last 90 Days - 29
			Rotorcraft - 506

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER WHILE THE FUEL GAUGES WERE INDICATING AT OR NEAR 1/4 FULL. REPORTEDLY, THE POWER LOSS OCCURRED WHEN THE AIRCRAFT RAN OUT OF FUEL. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT WAS LANDED IN A CORN FIELD.

Brief of Accident (Continued)

File No. - 1586

8/14/82

JACKSONVILLE, NC

A/C Reg. No. N5301Q

Time (Lcl) - 1240 EDT

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

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

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1417 7/11/82 EDGELEY,ND A/C Reg. No. N9792P Time (Lcl) - 0900 MDT

-----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
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- PIPER PA-25D-260	Eng Make/Model	- LYCOMING O-540-G1A5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/007 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>EDGELEY,ND</p> <p>Destination</p> <p>EDGELEY,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>HARTWIG FARM STRIP</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1432
SE LAND	Months Since - 9	Make/Model- 100
	Aircraft Type - CESSNA	Instrument- 55
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER ON TAKEOFF AND A FORCED LANDING WAS MADE IN AN OPEN FIELD. THE AIRCRAFT HAD BEEN REFUELED FROM BARRELS BY THE PILOT. HIS FUEL CONTAINED WATER FROM RECENT RAIN. DURING AN EXAMINATION OF THE AIRCRAFT, WATER WAS FOUND IN THE FUEL PUMP; FUEL SUPPLY LINE AND ONE FUEL TANK.

Brief of Accident (Continued)

File No. - 1417

7/11/82

EDGELEY,ND

A/C Reg. No. N9792P

Time (Lcl) - 0900 MDT

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

Finding(s)

1. FLUID,FUEL - WATER
2. REFUELING - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1511 7/15/82 OAKES,ND A/C Reg. No. N8878M Time (Lcl) - 2200 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	0	1
Pass	0	0	0	0

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

Make/Model - BEECH A23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING IO-346-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
LISBON,ND
Destination
OAKES,ND

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OAKES MUNICIPAL
Runway Ident - 12
Runway Lth/Wid - 3500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

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

Total	- 174	Last 24 Hrs	- 1
Make/Model-	33	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	27

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT LANDING, THE AIRCRAFT TOUCHED DOWN ABOUT 220 FT SHORT OF THE APPROACH END OF THE RUNWAY. REPORTEDLY, THE WHEELS STRUCK A "WASHOUT" AND THE PLANE WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1511

7/15/82

OAKES,ND

A/C Reg. No. N8878M

Time (Lc1) - 2200 CDT

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

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)
4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1553 7/16/82 STARKWEATHER,ND A/C Reg. No. N2087J Time (Lcl) - 0900 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 -APPLYING SEEDS, CHEMICALS, ETC

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

-----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 - UNK/NR
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/008 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
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

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

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

Total	- 13200	Last 24 Hrs	- 10
Make/Model-	1200	Last 30 Days-	UNK/NR
Instrument-	503	Last 90 Days-	500
Multi-Eng	- 50		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT FUEL TANK HAD RUN OUT OF FUEL, SO HE ADDED 2 TO 3 GALLONS OF AV-GAS. HE SAID HE THOUGHT THIS WOULD BE ENOUGH FUEL TO FERRY THE THE AIRCRAFT FOUR MILES. HE TOOK OFF, AND UPON REACHING ABOUT 400 FT AGL, THE ENGINE LOST POWER. WHILE MAKING A FORCED LANDING, THE AIRCRAFT REPORTEDLY STALLED IN FROM ABOUT 20 TO 30 FT BEFORE REACHING A ROAD.

Brief of Accident (Continued)

File No. - 1553

7/16/82

STARKWEATHER,ND

A/C Reg. No. N2087J

Time (Lc1) - 0900 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1512 7/22/82 GLENBURN,ND A/C Reg. No. N949A Time (Lcl) - 0030 CDT

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 125 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	MINOT,ND	GLENBURN MUNICIPAL
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 170
SE LAND	Months Since - 5	Make/Model- 55
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER AT ABOUT 100 AGL DURING A NIGHT TAKEOFF. THE AIRCRAFT WAS EXAMINED AFTER THE CRASH AND THE FUEL SELECTOR WAS FOUND POSITIONED ON THE RIGHT TANK. THE AIRCRAFT HAD REMAINED UPRIGHT DURING AND AFTER THE CRASH AND THE FUEL TANK WAS NOT RUPTURED. NO FUEL WAS FOUND IN THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 1512

7/22/82

GLENBURN,ND

A/C Reg. No. N949A

Time (Lcl) - 0030 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
 3. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1462

7/30/82

WAHPETON,ND

A/C Reg. No. N6704

Time (Lcl) - 1530 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 -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SIKORSKY S-55B

Landing Gear - UNK/NR

Max Gross Wt - 7200

No. of Seats - 2

Eng Make/Model - WRIGHT 1300-3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 800 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- 315/010 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

WAHPETON,NC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - HIGH VEGETATION

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

HELICOPTER

Age - 25

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1736

Make/Model- 172

Instrument- 64

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 143

Rotorcraft - 1621

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING HIS LAST LOAD OF CHEMICAL, THE PILOT THOUGHT HE HAD ENOUGH FUEL TO COMPLETE TWO SPRAY PASSES TO FINISH THE FIELD BEFORE PROCEEDING TO THE FUEL TRUCK. HE COMPLETED THE PASSES, THEN PULLED TO ABOUT 150 FT AGL TO FLY ABOUT THREE MILES TO REFUEL. ABOUT 1/2 MILE FROM THE INTENDED LANDING POINT, THE ENGINE LOST POWER FROM FUEL EXHAUSTION. THE PILOT REPORTED THAT HE WAS TRAVELING TOWARD THE SOUTHWEST AT ABOUT 50 KIAS WHEN THE POWER LOSS OCCURRED. HE STATED THAT HE ENTERED AN AUTO ROTATION, BUT WAS TOO LOW TO TURN INTO THE WIND, WHICH WAS FROM THE NORTHWEST AT 10, GUSTING 15 KTS. THE HELICOPTER ROLLED OVER DURING A LANDING IN A WHEAT FIELD.

Brief of Accident (Continued)

File No. - 1462

7/30/82

WAHPETON,ND

A/C Reg. No. N6704

Time (Lc1) - 1530 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. REFUELING - NOT PERFORMED - 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 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. - 1567 6/27/82 NEAR QGALLALA,NE A/C Reg. No. N29397 Time (Lc1) - 1130 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	Injuries		
		Serious	Minor	None
Crew	0	1	0	0
Pass	0	3	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
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
ORD,NE
Destination
QGALLALA,NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKEVIEW AIRSTRIP
Runway Ident - 31
Runway Lth/Wid - 2650 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 737	Last 24 Hrs	- 2
Make/Model-	182	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE PREFLIGHT, THERE WAS ABOUT 4 INCHES OF FUEL IN ONE TANK AND ABOUT 3 INCHES IN THE OTHER TANK. HOWEVER, HE DID NOT REMEMBER THE ACCIDENT OR WHAT HAPPENDED FOR ABOUT A WEEK THEREAFTER. WITNESSES REPORTED THAT THE ENGINE QUIT RUNNING WHEN THE PLANE WAS NEAR THE AIRSTRIP. THE AIRCRAFT CRASHED ABOUT 1/4 MILE FROM THE STRIP IN AN AREA OF BRUSH NEAR TREES. BOTH FUEL TANKS WERE VISIBLY CHECKED AND WERE FOUND TO BE EMPTY.

Brief of Accident (Continued)

File No. - 1567

6/27/82

NEAR QGALLALA, NE

A/C Reg. No. N29397

Time (Lc1) - 1130 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1568 7/31/82 NORTH PLATTE,NE A/C Reg. No. N22447 Time (Lc1) - 1445 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AUBURN,IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NORTH PLATTE,NE	LEE BIRD FIELD
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 12L
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Cloud Conditions(1st) - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 363
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - C-210	Make/Model- 90
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FLIGHT, THE PILOT HAD MANAGED HIS FUEL BY SWITCHING TANKS AT ONE TO TWO HOUR INTERVALS. WHILE ARRIVING, HE HAD BEEN USING FUEL FROM HIS RIGHT TANK AND ELECTED TO CONTINUE USING IT. AS HE WAS ALIGNING THE AIRCRAFT WITH THE RUNWAY, HE MADE A SHARP 360 DEGREE TURN TO AVOID ANOTHER AIRCRAFT AND OBTAIN SPACING. AT ABOUT THAT TIME THE ENGINE LOST POWER. HE ELECTED TO LAND ON A HILL, AND DURING THE APPROACH, HE MANEUVERED THE PLANE UNDER POWER LINES. INVESTIGATION REVEALED THAT THE FUEL SELECTOR WAS STILL POSITIONED TO THE RIGHT TANK, WHICH WAS EMPTY. ABOUT 10.25 GALLONS OF FUEL WAS DRAINED FROM THE LEFT MAIN AND HEADER TANKS. WHEN CHECKED, THE RIGHT FUEL GAUGE INDICATED FROM 20 TO 45 LBS, BUT WOULD CHANGE EACH TIME POWER WAS APPLIED, THE OWNER'S MANUAL STATED THAT WHEN THE FUEL BAYS WERE LESS THAN 1/4 FULL, PROLONGED, UNCOORDINATED FLIGHT COULD RESULT IN FUEL STARVATION.

Brief of Accident (Continued)

File No. - 1568

7/31/82

NORTH PLATTE, NE

A/C Reg. No. N22447

Time (Lc1) - 1445 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - ERRATIC
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. MANEUVER - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1530 5/31/82 CROSS KEYS,NJ A/C Reg. No. N972MA Time (Lcl) - 1900 DTT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CROSS KEYS
Wind Dir/Speed- VARIABLE/005 KTS		Runway Ident - 27
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 2500/ 50
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Approach Flown - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 126
SE LAND	Months Since - 5	Make/Model- 124
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT TOUCHED DOWN DURING LANDING, ABOUT HALFWAY DOWN THE RUNWAY, THEN BOUNCED SEVERAL TIMES. HE ELECTED TO GO AROUND, APPLIED FULL POWER, AND MOVED THE FLAP HANDLE TO THE UP POSITION. THE FLAPS WERE FULLY EXTENDED AND DID NOT RETRACT; SUBSEQUENTLY, THE AIRCRAFT STRUCK TREES ABOUT 20 YARDS BEYOND THE END OF THE RUNWAY. AN INSPECTION OF THE FLAP SYSTEM REVEALED THAT THE FLAP ACTUATOR FUSE HAD BLOWN.

Brief of Accident (Continued)

File No. - 1530

5/31/82

CROSS KEYS,NJ

A/C Reg. No. N972MA

Time (Lc1) - 1900 DTT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. ELECTRICAL SYSTEM,FUSE - POPPED/TRIPPED
 6. FLT CONTROL SYST,WING FLAP CONTROL - INOPERATIVE
 7. RAISING OF FLAPS - NOT POSSIBLE - 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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1573 6/20/82 WASHINGTON TOWNSHIP,NJ A/C Reg. No. N57023 Time (Lcl) - 0730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
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	1	0	1
						2

-----Aircraft Information-----

Make/Model - RAVEN S-66A	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 - 1600	Engine Type - N/A	Weather Radar - NO
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOPEWELL TOWNSHIP,NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 5000 FT SCATTERED	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 - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 616
	Months Since - 13	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 130
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT MOMENTS AFTER INITIAL GROUND CONTACT (DURING LANDING), A PASSENGER REPORTED THAT HE THOUGHT HIS LEG HAD FRACTURED. THE PASSENGER REPORTED THAT THE FRACTURE OCCURRED AFTER INITIAL IMPACT, WHEN ANOTHER PASSENGER LEANED OR STEPPED ON HIS LEG. THE PILOT ESTIMATED THIS WIND WAS BLOWING AT 9 KNOTS. THERE WERE FOUR PASSENGERS ON BOARD.

Brief of Accident (Continued)

File No. - 1573

6/20/82

WASHINGTON TOWNSHIP, NJ

A/C Reg. No. N57023

Time (Lc1) - 0730 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1510

7/09/82

CAPE MAY, NJ

A/C Reg. No. N6897B

Time (Lcl) - 1245 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 -TOWING BANNERS

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-18-150

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/004 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 8000 FT SCATTERED

Cloud Conditions(2nd) - 20000 FT SCATTERED

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RIO GRANDE, NJ

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 - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 870 Last 24 Hrs - 4

Make/Model- 64 Last 30 Days- UNK/NR

Instrument- 81 Last 90 Days- 97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING ON A BANNER TOWING MISSION, THE PILOT EXPERIENCED A SUDDEN POWER LOSS. HE HAD INSUFFICIENT POWER AND ALTITUDE TO RETURN TO THE FIELD AND ELECTED TO DITCH IN A CREEK. AN EXAMINATION OF THE ENGINE REVEALED THAT THE NO.2 EXHAUST VALVE, PN 75068, HAD FAILED. THE ENGINE HAD A TOTAL TIME OF 3775 HRS AND 1366 HRS HAD BEEN ACCUMULATED SINCE A COMPLETE OVERHAUL.

Brief of Accident (Continued)

File No. - 1510

7/09/82

CAPE MAY,NJ

A/C Reg. No. N6897B

Time (Lcl) - 1245 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB

Finding(s)

1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1446 6/07/82 BELEN, NM A/C Reg. No. N761YA Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4016
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PERSON CALLED ABQ FSS AT 2310Z ON 6/7/82 & ASKED FOR A WX BRIEFING IN THE AREA OF DEMING/SILVER CITY, NM TO ABQ. HE SAID HE WAS A PILOT & THE ACFT WAS N761YA. ON 6/11/82, THE BURNED OUT REMAINS OF THE ACFT WERE FOUND IN OPEN DESERT TERRAIN. TRACKS APPEARING TO BE THAT OF A FOUR-WHEEL DRIVE VEHICLE WERE FOUND AT THE SCENE. THE ACFT HAD LANDED IN THE OPEN FLAT DESERT, & ON ROLL-OUT, THE LEFT & NOSE GEAR STRUCK SMALL SCRUB BRUSH. THE LEFT GEAR COLLAPSED & THE NOSE GEAR FORK SEPARATED FROM THE ACFT. THE WHERE-ABOUTS OF THE PLT WHO RENTED THE ACFT IS UNKNOWN & THE INJURY INDEX IS PRESUMED.

Brief of Accident (Continued)

File No. - 1446

6/07/82

BELEN,NM

A/C Reg. No. N761YA

Time (Lcl) - UNK/NR

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
 4. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
 5. LANDING GEAR,NOSE GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
 7. LANDING GEAR,NOSE GEAR - SEPARATION
-

----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. - 1521 6/21/82 GRANTS, NM A/C Reg. No. N1351H Time (Lcl) - 2300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -OTHER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - VARIABLE</p> <p>Visibility - 25.0 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 LAS VEGAS, NV</p> <p>Destination ALBUQUERQUE, NM</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GRANTS/MILAM</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p>ROUGH</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 510	Last 24 Hrs - 10
SE LAND	Months Since - 4	Make/Model - 18	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 133

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS VERY TIRED AND FELL ASLEEP WHILE DESCENDING TO 7500 FT MSL IN THE VICINITY OF GRANTS, NM. REPORTEDLY, THE NEXT THING HE REMEMBERED WAS THE AIRCRAFT CONTACTING THE GROUND, BOUNCING, AND THEN COMING TO A STOP. AN EXAMINATION OF THE ACCIDENT SITE REVEALED THAT FROM THE POINT OF INITIAL CONTACT WITH THE GROUND, THE AIRCRAFT TRAVELED ABOUT 462 FT BEFORE THE RIGHT GEAR SHEARED OFF. THE GEAR SEPARATED WHEN IT CONTACTED A GOPHER HOLE. AFTER THE GEAR SEPARATED, THE AIRCRAFT TRAVELED AN ADDITIONAL 138 FT. THE FLAPS WERE FOUND IN THE 10 DEGREE DOWN POSITION. THE ELEVATION OF THE CRASH SITE WAS ABOUT 6720 FT. THERE WAS NO DAMAGE TO THE PROPELLER OR NOSE GEAR.

Brief of Accident (Continued)

File No. - 1521

6/21/82

GRANTS,NM

A/C Reg. No. N1351H

Time (Lcl) - 2300 MDT

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. IMPROPER DECISION,FATIGUE - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - ROUGH/UNEVEN
 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

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. - 1533 6/26/82 BELEN,NM A/C Reg. No. N3962 Time (Lcl) - 1120 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	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- BEECH D18S	Eng Make/Model	- P & W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACT	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8750	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 10	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	ALBUQUERQUE,NM		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	BELEN,NM	ALEXANDER	
Wind Dir/Speed	- CALM		Runway Ident	- 21
Visibility	- 60.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- NONE	Type of Flight Plan	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Approach Flow		- VISUAL STRAIGHT-IN
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 750	Last 24 Hrs - 1
ME LAND	Months Since - 1	Make/Model - 20	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 68	Last 90 Days - 15
		Multi-Eng - 45	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING FLIGHT, THE LEFT ENGINE BEGAN LEAKING OIL AND THE COCKPIT FILLED WITH SMOKE. HE SHUT DOWN THE LEFT ENGINE, BUT STATED THAT THE PROPELLER WOULD NOT COMPLETELY FEATHER DUE TO THE LOSS OF OIL. WHILE APPROACHING TO LAND AT A NEARBY AIRPORT, HE ATTEMPTED TO EXTEND THE GEAR, BUT WAS UNABLE TO DO SO. THE AIRCRAFT WAS DAMAGED DURING A GEAR UP LANDING.

Brief of Accident (Continued)

File No. - 1533

6/26/82

BELEN,NM

A/C Reg. No. N3962

Time (Lcl) - 1120 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. FLUID,OIL - LEAK
3. FLUID,OIL - EXHAUSTION
4. PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1560

7/29/82

LOS LUNAS,NM

A/C Reg. No. N761JP

Time (Lcl) - 1600 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	1

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
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/NO
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- 270/003 KTS

Visibility - 25.0 SM

Cloud Conditions(1st) - 12500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FARMINGTON,NM

Destination

LOS LUNAS,NM

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

MID-VALLEY

Runway Ident - 17

Runway Lth/Wid - 4400 -UNK/NR

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1973

Make/Model- 1110

Instrument- 56

Multi-Eng - 25

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT LANDED ON A WET RUNWAY WHILE IN A LIGHT CROSSWIND FROM THE RIGHT. DURING THE LANDING ROLL-OUT, THE AIRCRAFT DRIFTED OFF THE LEFT SIDE OF THE RUNWAY. AFTER DEPARTING THE RUNWAY, THE NOSE AND LEFT MAIN GEAR HIT A CONCRETE GUTTER AND COLLAPSED.

Brief of Accident (Continued)

File No. - 1560

7/29/82

LOS LUNAS, NM

A/C Reg. No. N761JP

Time (Lcl) - 1600 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES - WET
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1538 2/28/82 VERDI, NV A/C Reg. No. N93338 Time (Lcl) - 1838 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		5	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H-4A ELT Installed/Activated - YES-UNK/NK
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP - FUEL INJECTED Weather Radar - NO
Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/016 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 7500 FT BROKEN
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
TRUCKEE, CA
Destination
SAN CARLOS, CA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 438 Last 24 Hrs - UNK/NR
Make/Model- 3 Last 30 Days- 6
Instrument- 52 Last 90 Days- 20
Multi-Eng - 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE ACFT'S DEPARTURE FROM TRUCKEE-TAHOE ARPT, AN INBOUND PLT RECOMMENDED VIA RADIO THAT THE FLT NOT GO BECAUSE HE HAD JUST FLOWN THRU THE DONNER PASS & THE WX WAS TERRIBLE. HE REPORTED THE WIND 25-35K, GUSTING 40-45K. THE FLT RECEIVED A WX BRIEFING WHICH INCLUDED PIREPS, AREA FORECASTS & SIGMETS CONTAINING MODERATE TO SEVERE TURBULENCE. THE FLT DEPARTED TRUCKEE AT APRX 1800 & AT 1818 ESTIMATED THEIR POSITION 20 MI NORTH OF TRUCKEE AT AN ALTITUDE OF 9,000 FT. AT 1826 ATC ADVISED THE FLT THAT THEY STILL WERE NOT PICKING HIM UP ON RADAR & FOR HIM TO PROCEED TO INTECEPT V6N AIRWAY. AT 1835 THE FLT REPORTED UPON REQUEST THEY HAD NOT YET PASSED TRUCKEE INTERSECTION. AT 1837:20 THE FLIGHT REPORTED THEY WERE GOING TO TURN & TRY TO MAKE IT BACK TO RENO. AT 1837:38 THE FLT TRANSMITTED A MAYDAY. THE ACFT CRASHED ABOUT 4 MI NORTH OF VERDI ON A SLOPE OF PEARVINE MOUNTAIN.

Brief of Accident (Continued)

File No. - 1538

2/28/82

VERDI,NV

A/C Reg. No. N93338

Time (Lcl) - 1838 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - DOWNDRAFT
6. WEATHER CONDITION - TURBULENCE
7. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
8. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
9. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

10. LIGHT CONDITION - DARK NIGHT
11. WEATHER EVALUATION - DELAYED - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

14. WING,SPAR - OVERLOAD
15. WING,SPAR - SEPARATION
16. HORIZONTAL STABILIZER ATTACHMENT - OVERLOAD
17. HORIZONTAL STABILIZER ATTACHMENT - SEPARATION
18. FLIGHT CONTROL,ELEVATOR ATTACHMENT - OVERLOAD
19. FLIGHT CONTROL,ELEVATOR ATTACHMENT - SEPARATION

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) 7,11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1412 6/12/82 CANANDAIQUA, NY A/C Reg. No. N6056V Time (Lc1) - 1839 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	1	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- LAKE LA-4-200	Eng Make/Model	- LYCOMING IO-360	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	- UNK/NR
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- 030/005 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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">HOPEWELL AIR PARK</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 1700 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 20	Make/Model- 400
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAKING OFF, AN INTERMITTENT POWER LOSS WAS ENCOUNTERED. ACCORDING TO THE PILOT, THE AIRCRAFT SETTLED AND BOUNCED ON A PAVED ROAD AT THE END OF THE RUNWAY, THEN ENGINE POWER RETURNED AND THE PLANE BEGAN CLIMBING AGAIN. AT ABOUT 60 TO 70 FT AGL, POWER WAS LOST AGAIN. WHILE LANDING, THE LEFT WING HIT A 3 INCH DIAMETER TREE. SUBSEQUENTLY, THE PLANE YAWED TO THE LEFT AND THE RIGHT WING AND RIGHT MAIN LANDING GEAR IMPACTED INTO THE GROUND. THE INTERMITTENT OPERATION WAS VERIFIED DURING AN ENGINE RUN-UP. A PARTIAL DISASSEMBLY REVEALED NO CAUSE FOR THE PROBLEM. WHEN REASSEMBLED, THE ENGINE OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1412

6/12/82

CANANDAIQUA, NY

A/C Reg. No. N6056V

Time (Lc1) - 1839 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 OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1572 6/13/82 CAMBRIA,NY A/C Reg. No. N64BT Time (Lcl) - 1240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL MAPPING/PHOTOGRAPHY	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - NA 64	Eng Make/Model - WRIGHT R-975	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BUFFALO,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCKPORT,NY	SMITH'S CAMBRIA
Wind Dir/Speed- 240/005 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 - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2025
SE LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 13
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER HE MADE A PHOTO FLY-BY, HE BEGAN TO CLIMB. AT ABOUT 400 FT AGL, THE ENGINE FAILED AND HE BEGAN A FORCED LANDING. DURING THE APPROACH, THE TAIL WHEEL CAUGHT ON TWO ELECTRICAL WIRES AND THE AIRCRAFT PANCACKED ONTO A PAVED ROAD, THEN SLID INTO A PLOWED FIELD. A LIVE WIRE WAS WRAPPED AROUND THE TAIL WHEEL. DURING IMPACT, THE FUEL TANKS RUPTURED, AND REPORTEDLY, THE LIVE WIRE IGNITED THE FUEL. AN ENGINE TEARDOWN REVEALED THAT THE IMPELLER HAD FAILED. THE FORE AND AFT BALL BEARINGS THAT SUPPORT THE IMPELLER WERE BURNT AND DETERIORATED. THE BALLS WERE FLATTENED AND FOUND LOOSE FROM THE RACES. THE IMPELLER BLADES WERE DAMAGED AND THERE WAS EVIDENCE THAT THE IMPELLER FACE HAD MILLED AND GOUGED THE DIFFUSER SECTION.

Brief of Accident (Continued)

File No. - 1572

6/13/82

CAMBRIA, NY

A/C Reg. No. N64BT

Time (Lc1) - 1240 EDT

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 APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. OBJECT - WIRE, TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1546 6/21/82 OLD FORGE, NY A/C Reg. No. N1398F Time (Lcl) - 1247 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/010 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RUTLAND, VT
Destination
OLD FORGE, NY

Airport Proximity
ON AIRPORT

Airport Data

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Runway Ident - 07
Runway Lth/Wid - 3200/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 94	Last 24 Hrs	- 2
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING ARRIVAL, HIS TRAFFIC PATTERN AND APPROACH WERE NORMAL UNTIL HE WAS OVER THE END OF THE FIELD. THE AIRCRAFT THEN SUDDENLY DROPPED BELOW THE GLIDE PATH AND THE STALL WARNING HORN SOUNDED. HE ATTEMPTED TO STOP THE DESCENT, BUT THE AIRCRAFT TOUCHED DOWN HARD AND NOSED OVER. THE PILOT BELIEVED LOW LEVEL WIND SHEAR WAS A CONTRIBUTING FACTOR.

Brief of Accident (Continued)

File No. - 1546

6/21/82

OLD FORGE,NY

A/C Reg. No. N1398F

Time (Lc1) - 1247 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - WINDSHEAR
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 1548 6/27/82 LARCHMONT,NY A/C Reg. No. N3365T Time (Lcl) - 1408 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL MAPPING/PHOTOGRAPHY	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2275	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WHITE PLAINS,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 10000 FT	Type Approach Flown - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 1	Make/Model- 170
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A FLIGHT TO TAKE PICTURES OF A HOME THAT WAS RECENTLY CONSTRUCTED ON THE SHORE OF LONG ISLAND SOUND. WHILE IN FLIGHT, PICTURES WERE ALSO TAKEN OF BOATS. A WITNESS ON A BOAT STATED TAHT AFTER THE PILOT MADE SEVERAL PASSES OVER BOATS, THE FINAL PASS WAS MADE AT ABOUT 30 FT ABOVE THE WATER. THE WITNESS REPORTED THAT THE PLANE PASSED HIS BOAT AND WENT INTO A STEEP LEFT TURN, WHEN APPARENTLY THE PILOT REALIZED HE WAS IN TROUBLE AND APPLIED FULL POWER. HOWEVER, THE LEFT WING IMPACTED WITH THE WATER AND THE PLANE CRASHED.

Brief of Accident (Continued)

File No. - 1548

6/27/82

LARCHMONT, NY

A/C Reg. No. N3365T

Time (Lcl) - 1408 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1547 7/18/82 MILLBROOK,NY A/C Reg. No. N782Y Time (Lc1) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-250-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 4.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>DANBURY,CT</p> <p>Destination</p> <p>MILLBROOK,NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SKY ACRES</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 3800/ 20</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5100
SE LAND,ME LAND	Months Since - 16	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- 900
		Multi-Eng - 2000
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH FOR LANDING, THE STUDENT LOWERED THE FLAPS FROM 25 DEGREES TO FULL DOWN, THEN TOLD THE INSTRUCTOR THAT HE AS USING AN UNUSUAL AMOUNT OF BACK PRESSURE. THE INSTRUCTOR CHECKED THE TRIM, IT WAS FULL NOSE UP AT 75 KTS. THE INSTRUCTOR THEN INFORMED THE STUDENT TO BEGIN HIS FLARE. HOWEVER, THE STUDENT STATED THAT THE CONTROLS WERE NOT RIGHT. AT THIS POINT, THE INSTRUCTOR GRASPED THE YOKE HARD, BUT THE AIRCRAFT TOUCHED DOWN IN A 3-POINT ALTITUDE. ON THE LANDING ROLL OUT, THE NOSE GEAR COLLAPSED. NO PREIMPACT FAILURES WERE VERIFIED.

Brief of Accident (Continued)

File No. - 1547

7/18/82

MILLBROOK, NY

A/C Reg. No. N782Y

Time (Lcl) - 1100 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1526 7/19/82 GULF OF MEXICO, A/C Reg. No. N5771L Time (Lcl) - 1320 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	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass		0	0	0	1
Accident Occurred During	-CRUISE							

-----Aircraft Information-----

Make/Model	- AEROSPATIALE AS-350D	Eng Make/Model	- LYCOMING LTS-101	ELT Installed/Activated	- NO	-N/A
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4190	Engine Type	- TURBOSHAFT	Weather Radar	- NO	
No. of Seats	- 6	Rated Power	- 675 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	HIGH ISLAND BLK, GM			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CAMERON, LA		Runway Ident	- UNK/NR
Wind Dir/Speed	- 230/009 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 15.0 SM	Type of Flight Plan	- VFR	Runway Surface	- WATER
Cloud Conditions(1st)	- 50 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- WATER - CHOPPY
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- CONTACT		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3954	Last 24 Hrs - 1
	Months Since - 5	Make/Model - 722	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - AS350D	Instrument - 371	Last 90 Days - 133
			Rotorcraft - 3954

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN OVER WATER FLIGHT, THE ENGINE CHIP DETECTOR LIGHT ILLUMINATED AND SHORTLY THEREAFTER, THE ENGINE FAILED. THE PILOT MADE AN AUTOROTATIVE LANDING IN THE GULF OF MEXICO WITH NO FURTHER DAMAGE. ALL THREE ROTOR BLADES WERE FULL OF HOLES AND TEARS AND ONE BLADE HAD A PIECE OF THE ENGINE TAIL PIPE STUCK IN IT. THE FUSELAGE HAD SCHRAPNEL HOLES AND THE TAIL ROTOR DRIVE SHAFT WAS DISABLED. AN INVESTIGATION REVEALED THAT THE PTO GEAR, PN 4-081-120-08, IN THE ENGINE HAD FAILED.

Brief of Accident (Continued)

File No. - 1526

7/19/82

GULF OF MEXICO,

A/C Reg. No. N5771L

Time (Lc1) - 1320 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. REDUCTION GEAR ASSY,REDUCTION GEAR - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1406 5/13/82 STOW,OH A/C Reg. No. N9111K Time (Lcl) - 1205 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R	Eng Make/Model - LYCOMING IO-360-CIC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANDREW PATON
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 200
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5113
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 126
		Instrument- 726
		Multi-Eng - 3873
		Last 30 Days- UNK/NR
		Last 90 Days- 93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT AND HIS STUDENT, A RATED PRIVATE PILOT, WERE ON A FLIGHT TO PROVIDE DUAL INSTRUCTION FOR A COMMERCIAL PILOT CERTIFICATE. A LANDING APPROACH WAS MADE TO A RUNWAY WITH A SLIGHT DOWNSLOPE IN THE TOUCHDOWN AREA. THE INSTRUCTOR ESTIMATED THAT THE STUDENT ROUNDED OUT ABOUT 5 FT HIGH. SUBSEQUENTLY, THE AIRCRAFT STALLED. TOUCHDOWN HARD AND THE LEFT MAIN GEAR STRUT ASSEMBLY WAS PUSHED INTO THE LEFT WING.

Brief of Accident (Continued)

File No. - 1406

5/13/82

STOW,OH

A/C Reg. No. N9111K

Time (Lc1) - 1205 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT

2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1409 5/22/82 ALLIANCE,OH A/C Reg. No. N65544 Time (Lcl) - 1415 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 -TAKEOFF			0	0	0	1

-----Aircraft Information-----

Make/Model - BOEING B75N1	Eng Make/Model - CONTINENTAL R-670-4	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SOUTH COLUMBUS,OH	GREAT LAKES AEROPORT
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2925/ 50
Cloud Conditions(1st) - 1800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 2200 FT BROKEN	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 - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 946
SE LAND	Months Since - 13	Make/Model- 164
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 32
		Multi-Eng - 1
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 69
		Rotorcraft - 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED A TURN AT LOW ALTITUDE AFTER TAKEOFF AND THE AIRCRAFT STARTED TO SINK. SINCE HE WAS HEADED FOR TREES, THE PILOT ALLOWED THE AIRCRAFT TO SETTLE TO THE GROUND IN A RESIDENTIAL BACKYARD. THERE WAS NO MALFUNCTION OF THE AIRCRAFT TO CONTRIBUTE TO THE OCCURRENCE, BUT A HARD LANDING COLLAPSED THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1409

5/22/82

ALLIANCE, OH

A/C Reg. No. N65544

Time (Lc1) - 1415 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1534

6/06/82

VANDALIA, OH

A/C Reg. No. N7254Y

Time (Lcl) - 1130 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 -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C2C
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VANDALIA, 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 - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 26

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	3304	Last 24 Hrs -	1
Make/Model	-	650	Last 30 Days-	UNK/NR
Instrument	-	376	Last 90 Days-	153
Multi-Eng	-	2109		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DESCENT AT 215 MPH THE ACFT ENTERED VIOLENT BUFFETING. RECOVERY WAS INITIATED BY REDUCING POWER & THE ACFT LANDED WITHOUT ANY FURTHER INCIDENT. EXAMINATION REVEALED THE HORIZONTAL STABILATOR WAS PERMANENTLY BENT DOWNWARD ON BOTH SIDES. THE ACFT WAS MODIFIED WITH GAP SEALS ON 5/25/82 IAW STC SA516GL. EXAMINATION OF THE COUNTERBALANCE ARM ASSEMBLY SHOWED THAT TWO SMALL WEIGHTS (SLUGS) WERE USED TO OBTAIN A BALANCED CONDITION WHEN THE STC MODIFICATION WAS COMPLETED ON THE STABILATOR. THE STC CONTAINED A LIMITATION THAT IT SHOULD NOT BE INCORPORATED IN ANY ACFT HAVING OTHER APPROVED MODIFICATIONS UNLESS IT HAS BEEN DETERMINED THAT IT WILL NOT INTRODUCE ANY ADVERSE EFFECT UPON ACFT AIRWORTHINESS. THIS ACFT HAD 8 OTHER MODIFICATIONS. ON 7/10/82 THE OWNER OF THE STC ISSUED A SERVICE BULLETIN WHICH EFFECTIVELY REMOVED THE GAP SEALS ON ALL PA-30 & PA-39 TYPE. ACFT THAT HAD PREVIOUSLY BEEN MODIFIED.

Brief of Accident (Continued)

File No. - 1534

6/06/82

VANDALIA,OH

A/C Reg. No. N7254Y

Time (Lcl) - 1130 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLIGHT CONTROL,STABILATOR - FLUTTER
2. FLIGHT CONTROL,STABILATOR - IMPROPER
3. RUDDERVATOR - IMPROPER - PRODUCTION/DESIGN PSNL
4. PERFORMANCE DATA - NOT ATTAINED - PRODUCTION/DESIGN PSNL
5. DESIGN CHANGE - INADEQUATE - PRODUCTION/DESIGN PSNL
6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),SUPPLEMENTAL TYPE CERTIFICATE - MANUFACTURER

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1500 6/14/82 STRONGVILLE, OH A/C Reg. No. N2228L Time (Lcl) - 2100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	0
					None
					1
					1
					2

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING D-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>STRONGSVILLE</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2865/ 36</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 146</p> <p>Make/Model- 7</p> <p>Instrument- 7</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 11</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD LANDED LONG IN CALM WIND CONDITIONS AT DUSK. HE STATED THAT HE COULD NOT STOP, AND TO AVOID GOING OFF THE END OF THE RUNWAY, HE TRIED TO GROUND LOOP TO THE LEFT. THE AIRCRAFT ENTERED A RUN-UP AREA AT THE END OF THE RUNWAY WHERE IT COLLIDED WITH PARKED CESSNA 152, N64853. THE CESSNA RECEIVED MINOR DAMAGE.

Brief of Accident (Continued)

File No. - 1500

6/14/82

STRONGVILLE, OH

A/C Reg. No. N2228L

Time (Lc1) - 2100 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 6. OBJECT - AIRCRAFT PARKED
 7. 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) 2,3,7

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. - 1410 6/26/82 HAMILTON,OH A/C Reg. No. NONE Time (Lcl) - 1400 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
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
1 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - BENSON B8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - MCCULLOCH MARK I
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 90 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/008 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

HAMILTON
Runway Ident - 29
Runway Lth/Wid - 5900 -UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1299
Make/Model- 24
Instrument- 168
Multi-Eng - 929
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GYROCOPTER PILOT INITIATED A TAKEOFF FROM THE GRASS MEDIA BETWEEN THE TAXIWAY AND RUNWAY 29. AFTER LIFTING OFF, HE CLIMBED TO AN ALTITUDE OF ABOUT 40 TO 50 FT, THEN TURNED TOWARD THE RUNWAY. AT ABOUT THE SAME TIME, A PIPER PA-28 WAS TAKING OFF ON THE RUNWAY. WHEN THE GYROCOPTER PILOT SAW THE OTHER AIRCRAFT, HE DOVE. SUBSEQUENTLY, THE HELICOPTER CRASHED AND BURNED ON THE RUNWAY. THE GYROCOPTER WAS NOT CERTIFICATED AND WAS IMPROPERLY IDENTIFIED WITH AN UNASSIGNED N-NUMBER.

Brief of Accident (Continued)

File No. - 1410

6/26/82

HAMILTON, OH

A/C Reg. No. NONE

Time (Lcl) - 1400 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CONTROL TOWER - UNAVAILABLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1474 6/10/82 CUSHING,OK A/C Reg. No. N6473P Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
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 - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CUSHING MUNI
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - UNK/NR
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 - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 42
SE LAND	Months Since - N/A	Make/Model- 42
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE STUDENT PILOT LOST CONTROL AND THE AIRCRAFT SWERVED OFF THE RUNWAY, COLLIDED WITH A DITCH AND NOSED DOWN. THE STUDENT STATED THAT SHE FLARED FOR LANDING AND ADDED TOO MUCH POWER AND RIGHT RUDDER WHICH RESULTED IN THE LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 1474

6/10/82

CUSHING,OK

A/C Reg. No. N6473P

Time (Lcl) - 1115 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1480 6/20/82

A/C Reg. No. N555

Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (G

AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BOEING A75L300
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - CONTINENTAL R-670-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
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- VARIABLE
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

JONES-RIVERSIDE
Runway Ident - 18
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
CFI,ATP
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	4688
Make/Model-	115
Instrument-	273
Multi-Eng -	1210
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING A WHEEL LANDING, THE AIRCRAFT BEGAN TO VEER TO THE RIGHT AND ALL EFFORTS TO STRAIGHTEN IT WITH RUDDER FAILED. AS THE PLANE WENT OFF THE RUNWAY, THE LEFT WING DROPPED, STRIKING THE RUNWAY, AND THE LOWER LEFT WING SPAR BROKE. THE PILOT STATED THIS WAS A RESULT OF THE LEFT MAIN TIRE GOING FLAT.

Brief of Accident (Continued)

File No. - 1480

6/20/82

TULSA,OK

A/C Reg. No. N555

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - INADEQUATE - PILOT IN COMMAND
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,TIRE - FAILURE,TOTAL
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1554 7/26/86 OKLAHOMA CITY, OK A/C Reg. No. N8265J Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- VARGA 2150A	Eng Make/Model	- LYCOMING O-320-A2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1817	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>EL RENO, OK</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</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 - 18</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 - 15</p> <p>Make/Model- 15</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT REPORTED THAT BEFORE HE BEGAN HIS FLIGHT, HE VISUALLY CHECKED BOTH TANKS AND ESTIMATED THAT HE HAD TWO HOURS OF FUEL REMAINING. HE FLEW 1.1 HRS AND WAS ON HIS WAY HOME WHEN THE ENGINE LOST POWER. WHILE LANDING IN A PLOWED FIELD, THE PLANE FLIPPED OVER. A POST-ACCIDENT EXAMINATION REVEALED NO FUEL IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1554

7/26/86

OKLAHOMA CITY,OK

A/C Reg. No. N8265J

Time (Lcl) - 1430 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1415

6/06/82

UNION,OR

A/C Reg. No. N54622

Time (Lcl) - 1545 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MCCALL KR-2
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - REVMaster 2100D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 180/006 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 7000 FT BROKEN
Cloud Conditions(2nd) - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAKER,OR
Destination
LA GRANDE,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 160
Make/Model- 89
Instrument- 4
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE AIRCRAFT DEPARTED LA GRANDE, OR WITH 12 GALLONS OF FUEL ON BOARD AND WAS FLOWN TO BAKER, OR. LATER, THE PILOT DEPARTED BAKER ON A RETURN FLIGHT TO LA GRANDE WITHOUT REFUELING. SUBSEQUENTLY, THE PLANE WAS REPORTED AS MISSING. THE NEXT DAY IT WAS FOUND ABOUT 10 MILES NORTH OF UNION, OR. AN EXAMINATION REVEALED THAT THE PLANE HAD CRASHED WITH MINIMUM FORWARD MOTION ABOUT 1500 FT FROM AN OPEN FIELD. THE MAIN LANDING GEAR WERE FOUND IN THE RETRACTED POSITION AND CONTINUITY WAS EVIDENT TO ALL CONTROL SURFACES. ONE PROPELLER BLADE WAS FOUND UNDAMAGED IN THE 12 O-CLOCK POSITION, THE OTHER BLADE WAS SHATTERED AND DRIVEN INTO THE GROUND BELOW THE PROPELLER HUB. THE 12 GALLON FUEL TANK HAD BEEN DESTROYED DURING IMPACT. NO FUEL WAS FOUND IN THE SEDIMENT BOWL OR CARBURETOR AND NO TRACE OF FUEL WAS FOUND IN OR NEAR THE FUEL TANK. RAIN SHOWERS WERE REPORTED IN THE VICINITY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1415

6/06/82

UNION,OR

A/C Reg. No. N54622

Time (Lc1) - 1545 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. FLUID,FUEL - EXHAUSTION
 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1566 6/30/82 NEAR CRESWELL,OR A/C Reg. No. N1838E Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 35.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 602
Make/Model- 206
Instrument- 16
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED WHILE THE PILOT WAS MAKING A LOW PASS OVER A GRASS FIELD. THE PILOT REPORTED THAT THE PLANE STRUCK THE GROUND WHILE HE WAS PROCEEDING WESTBOUND TOWARD THE SETTING SUN, BUT HE DID NOT REMEMBER THE DETAILS OF THE CRASH. AN INSTRUCTOR PILOT AND HIS STUDENT SAW THE PLANE MANEUVERING AT LOW ALTITUDE BEFORE IT CRASHED. THE INSTRUCTOR REPORTED THAT HE SAW THE PLANE MANEUVER SIMILAR TO WHAT A CROP DUSTER MIGHT HAVE DONE, BUT THE INSTRUCTOR WAS NOT WATCHING WHEN THE AIRCRAFT STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1566

6/30/82

NEAR CRESWELL, OR

A/C Reg. No. N1838E

Time (Lc1) - 1930 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - SUNGLARE
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1425

7/12/82

ADRIAN,OR

A/C Reg. No. N5610X

Time (Lcl) - 2130 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 - ROCKWELL INT'T S2R

Eng Make/Model - P&W R-1340 AN-1

ELT Installed/Activated - UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

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- CALM

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

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

AG STRIP

Runway Ident - UNK/NR

Runway Lth/Wid - 1700 -UNK/NR

Runway Surface - GRAVEL

Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3350

Last 24 Hrs - 4

Make/Model- 1178

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- 150

Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED ON A DIRT STRIP THAT HAD JUST BEEN BLADED. AFTER TOUCHING DOWN IN A 3-POINT ATTITUDE, THE AIRCRAFT ROLLED ABOUT 100 FT AND THEN VEERED TO THE LEFT. THE PILOT STATED THAT HE COULD NOT CORRECT THE SITUATION WITH RIGHT BRAKE AND RUDDER, AND SUBSEQUENTLY, THE AIRCRAFT WENT INTO SAGE BRUSH AND NOSED OVER. THE PILOT BELIEVED THAT EITHER THE LEFT BRAKE HAD LOCKED UP OR THAT A WHEEL HAD GOTTEN IN AN ERODED SPOT THAT HAD BEEN COVERED. DURING AN EXAMINATION OF THE AIRCRAFT, NO MALFUNCTION OF THE BRAKING SYSTEM OR CONTROLS COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1425

7/12/82

ADRIAN, OR

A/C Reg. No. N5610X

Time (Lc1) - 2130 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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. - 1432 7/17/82 SHERIDAN,OR A/C Reg. No. N4758N Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
DESTROYED		0	0	0	1
Fire		0	0	0	0
ON GROUND		0	0	0	0

Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH C45G	Eng Make/Model - P&W R-985-AN14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Basic Weather - VMC

Wind Dir/Speed- 320/010 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

Destination

LOCAL

Airport Data

SHERIDAN
Runway Ident - 25
Runway Lth/Wid - 3000/ 40
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C45G

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 4000	Last 24 Hrs	- 5
Make/Model-	500	Last 30 Days-	50
Instrument-	0	Last 90 Days-	100
Multi-Eng	- 500		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A FUNCTIONAL CHECK FLIGHT. ACCORDING TO THE PILOT AND A WITNESS (EMPLOYED BY THE PILOT), THE LEFT BRAKE WAS LOCKED DURING TOUCHDOWN. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER AND A GROUND FIRE ERUPTED WHICH DESTROYED THE PLANE. THE PILOT REPORTED THAT THE LEFT BRAKE HAD LOCKED DUE TO RUST AND CORROSION AND THAT THE AIRCRAFT LOGBOOKS WERE DESTROYED IN THE FIRE.

Brief of Accident (Continued)

File No. - 1432

7/17/82

SHERIDAN,OR

A/C Reg. No. N4758N

Time (Lcl) - 1900 PDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - CORRODED
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
 3. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
-

-----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. - 1564 7/31/82 SANDY,OR A/C Reg. No. N9707M Time (Lcl) - 1130 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - TEST
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

COUNTRY SQUIRE AIRPARK
Runway Ident - 07
Runway Lth/Wid - 3110/ 32
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - M20F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1002
Make/Model- 15
Instrument- 2
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE ENGINE WAS OVERHAULED, THE PILOT AND A MECHANIC TOOK OFF ON A TEST FLIGHT. DURING THE TAKEOFF CLIMB THE ENGINE LOST POWER AND WHEN FORCE LANDED ON SOFT TERRAIN, THE NOSE AND RIGHT MAIN LANDING GEAR COLLAPSED. AN EXAMINATION REVEALED THAT THE LEFT WING TANK QUICK DRAIN WAS INOPERABLE (RUSTED SHUT) AND WATER WAS FOUND IN THE FUEL SYSTEM. REPORTEDLY, THE QUICK DRAIN HAD BEEN INOPERATIVE SINCE THE PILOT HAD PURCHASED THE AIRCRAFT, ABOUT TWO YEARS PREVIOUSLY. THE PILOT BELIEVED WATER COULD BE DRAINED FROM THE LEFT TANK BY SELECTING THAT POSITION AND PULLING THE GASCOLATOR HANDLE IN THE COCKPIT. AN AUTHORIZED MOONEY DISTRIBUTOR STATED THAT OVER ONE GALLON OF FLUID WOULD HAVE TO BE DRAINED IN THIS MANNER, TO BE EFFECTIVE.

Brief of Accident (Continued)

File No. - 1564

7/31/82

SANDY,OR

A/C Reg. No. N9707M

Time (Lcl) - 1130 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM,DRAIN - CORRODED
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,DRAIN - INOPERATIVE
4. FLUID,FUEL - WATER
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. 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

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1466 7/31/82 KLAMATH FALLS,OR A/C Reg. No. N88JS Time (Lcl) - 1615 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MAULE M-5-210C	Eng Make/Model - CONTINENTAL IO-360-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 210 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 CEDARVILLE,CA	Airport Data
Completeness - N/A		KINGSLEY FIELD
Basic Weather - VMC	ATC/Airspace	Runway Ident - 24
Wind Dir/Speed- 270/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 10300/ 150
Visibility - 40.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - 3500 FT SCATTERED	Type Approach Flown - NONE	Runway Status - DRY
Cloud Conditions(2nd) - 25000 FT SCATTERED		
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 - 2378
SE LAND,ME LAND	Months Since - 15	Last 24 Hrs - 3
	Aircraft Type - M-5-210	Make/Model- 770
		Last 30 Days- UNK/NR
		Instrument- 423
		Last 90 Days- 10
		Multi-Eng - 1258
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG TKOF, THE PLT NTOED A PARTIAL PWR LOSS & ELECTED TO MAKE A PRCTNRY LNDG ON THE REMAINING RWY (LENGTH 10,300'). WHILE ABORTING, HE FLARED LATE & LNDD HARD. WATER & PRODUCTS OF CORROSION WERE FND IN THE GASCOLATOR. AN INVESTIGATION REVEALED THE ACFT WAS EQUIPPED WITH AUX FUEL TANKS IN THE WINGS, OUTBOARD OF THE MAIN TANKS. TO USE THE AUX TANKS, FUEL HAD TO BE TRANSFERRED TO THE MAIN TANKS BY A VIBRATOR PUMP. QUICK-DRAINS WERE INSTLD FOR THE MAIN TANKS & GASCOLATOR. THE SUMPS IN THE AUX TANK COULD BE DRAINED BY REMOVING 1/8 INCH PLUGS WITH A WRENCH. THE FLT MANUAL RCMDD DRAINIG THE AUX SUMPS EVERY 100 HRS OF OPN. 70 HRS HAD ACCUMULATED SINCE THEY WERE LAST DRAINED. THE AUX TANKS WERE USED, FOR THE 1ST TIME IN SVRL MOS, ON THE FLT PREV TO THE ACDNT. DRG PREFLT (DAY OF ACDNT) SOME QUANTITIES OF WTR WERE REMOVED. FAR'S REQUIRE WTR BE DRAINABLE FROM ALL PARTS OF A FUEL TANK TO A SUMP & THAT THE SUMP BE READILY ASSESSABLE & EASY TO OPEN & CLOSE. MAULE SVC LTR #32, TO INSTL QUICK-DRAINS WITHIN 25 HRS OF OPN, WAS NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1466

7/31/82

KLAMATH FALLS,OR

A/C Reg. No. N88JS

Time (Lcl) - 1615 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,DRAIN - INADEQUATE
 2. SERVICE BULLETINS - NOT FOLLOWED - COMPANY/OPERATOR MGMT
 3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
 4. FLUID,FUEL - CONTAMINATION
 5. FLUID,FUEL - WATER
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 7. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1589 8/15/82 REDMOND, OR A/C Reg. No. N38918 Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 260/004 KTS
Visibility - 45.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 7000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YAKIMA, WA
Destination
REDMOND, OR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

ROBERTS FIELD
Runway Ident - 28
Runway Lth/Wid - 6999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 35
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 43	Last 24 Hrs	- 4
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS-COUNTRY FLIGHT FROM HILLSBORO, OR TO YAKIMA, WA, TO REDMOND, OR AND THEN RETURN TO HILLSBORO. THE PILOT REPORTED A NUMBER OF ALTITUDE AND COURSE DEVIATIONS DURING THE FIRST TWO LEGS OF THE CROSS-COUNTRY TO AVOID CLOUDS. WHILE ON A DOWNWIND FOR RUNWAY 28 AT REDMOND, THE ENGINE LOST POWER. ATTEMPTS TO RESTART THE ENGINE PROVIDED POWER FOR ONLY A SHORT TIME. WHILE MAKING A FORCED LANDING ON A ROAD, THE AIRCRAFT STRUCK A TREE AND TURNED OVER.

Brief of Accident (Continued)

File No. - 1589

8/15/82

REDMOND,OR

A/C Reg. No. N38918

Time (Lcl) - 1300 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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 - FLARE/TOUCHDOWN

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) 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. - 1590

8/17/82

MEDFORD,OR

A/C Reg. No. N26922

Time (Lcl) - 1100 PDT

-----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 - GULFSTREAM AMERICAN CORP	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 - 2400		Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4		Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/007 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 - TOWER
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

MEDFORD-JACKSON COUNTY
Runway Ident - 32
Runway Lth/Wid - 6700/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 69	Last 24 Hrs - 1
Make/Model- 4	Last 30 Days- 8
Instrument- 3	Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE LANDING, HE FLARED TOO SOON, TOUCHED DOWN HARD, AND BOUNCED. HE REPORTED THAT HE MADE A POWER ADJUSTMENT AFTER BOUNCING, BUT LANDED HARD AGAIN ON THE SECOND TOUCHDOWN. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AFTER THE SECOND TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1590

8/17/82

MEDFORD,OR

A/C Reg. No. N26922

Time (Lc1) - 1100 PDT

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 FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1574 3/21/82 WILLIAMSPORT, PA A/C Reg. No. N761MZ Time (Lcl) - 1057 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	4	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 150/006 KTS

Visibility - 1.5 SM

Cloud Conditions(1st) - 600 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPRING VALLEY, NY

Destination

WILLIAMSPORT, PA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LYCOMING COUNTY

Runway Ident - 27

Runway Lth/Wid - 6449/ 150

Runway Surface - MACADAM

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Approach Flown - ILS - COMPLETE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

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 - 531

Make/Model- 69

Instrument- UNK/NR

Multi-Eng - 10

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED A MOUNTAIN ABOUT 5 MI SW OF THE ARPT AT AN ELEVATION OF APPROXIMATELY 1,400 FT WHILE EXECUTING A MISSED APPROACH FROM AN ILS APPROACH TO RWY 27. THE PUBLISHED MISSED APPROACH PROCEDURE REQUIRES A CLIMBING RIGHT TURN TO 3,700 FT VIA A HEADING OF 290 DEG.

Brief of Accident (Continued)

File No. - 1574

3/21/82

WILLIAMSPORT, PA

A/C Reg. No. N761MZ

Time (Lcl) - 1057 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - FOG
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 6. MISSED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1445 4/06/82 SCANDIA, PA A/C Reg. No. N4375A Time (Lcl) - 0923 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - BEECH E55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 280 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 005/015 KTS

Visibility - 0.0

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- BLOWING SNOW

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRADFORD, PA

Destination

ALTON, IL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1273

Make/Model- 353

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0834 EST, THE PILOT DEPARTED BRADFORD AIRPORT ON AN IFR FLIGHT TO ALTON, IL. ABOUT 4 MINUTES LATER, HE ADVISED THAT HE WAS HAVING DIFFICULTY WITH HIS FLIGHT INSTRUMENTS WHILE IN IFR CONDITIONS. HE ATTEMPTED TO RETURN TO THE DEPARTURE AIRPORT BY USING D.F. STEERS, BUT WAS UNABLE. HE THEN CONTACTED CLEVELAND CENTER AND WAS CLEARED TO CLIMB TO 8000 FT MSL. THE CENTER RECOMMENDED THAT THE PILOT PROCEED TO TORONTO, CANADA TO THE NEAREST AIRPORT WITH ACCEPTABLE WEATHER. HOWEVER, THE PILOT WAS UNABLE TO CONTROL HIS ALTITUDE AND HEADING, AND SUBSEQUENTLY, ENTERED A DIVE AND CRASHED. THE HSI (ATTITUDE INDICATOR), DIRECTIONAL GYRO AND TURN COORDINATOR WERE FOUND TO BE PNEUMATIC PRESSURE INSTRUMENTS, ALL OPERATING FROM THE SAME SYSTEM. THE PNEUMATIC PRESSURE SYSTEM INCORPORATED TWO PRESSURE PUMPS, ONE ON EACH ENGINE. AN INSPECTION OF THE PUMPS REVEALED THAT BOTH PUMP DRIVES WERE SHEARED. RAIDO CALLS FROM THE PILOT HAD IDENTIFIED THAT ALL PRESSURE INSTRUMENT READINGS WERE FAULTY. WEATHER: TURBC, LOW CIG, SNOW.

Brief of Accident (Continued)

File No. - 1445

4/06/82

SCANDIA,PA

A/C Reg. No. N4375A

Time (Lc1) - 0923 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PNEUMATIC SYSTEM - FAILURE, TOTAL
2. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
3. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE
4. FLIGHT/NAV INSTRUMENTS, TURN AND BANK - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - TURBULENCE IN CLOUDS
8. AIRPLANE HANDLING - NOT POSSIBLE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1517 5/15/82 PROSPECTVILLE, PA A/C Reg. No. N567D Time (Lcl) - 1600 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 -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - AERO COMMANDER 680F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8000
No. of Seats - 7

Eng Make/Model - LYCOMING IGSO-540-B1A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 380 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/006 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
PHILADELPHIA, PA
Destination
BUFFALO, NY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

TURNER FIELD
Runway Ident - 25
Runway Lth/Wid - 2200/ 100
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 - 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) - NONE

-----Narrative-----

THE PILOT HAD PLANNED TO PURCHASE THE AIRCRAFT AND WAS FERRYING IT TO BUFFALO, NY FOR INSPECTION AND REPAIR. WHILE EN ROUTE, THE RIGHT ENGINE LOST POWER. HE FEATHERED THE RIGHT PROPELLER AND DIVERTED TO TURNER FIELD. WHEN HE LOWERED THE GEAR, HE DID NOT GET A SAFE INDICATION FOR THE LEFT MAIN. THREE CIRCUITS OF THE AIRPORT WERE MADE AND ALTITUDE WAS LOST WHILE ATTEMPTING TO GET A SAFE INDICATION. ANTICIPATING AN IMMINENT GEAR COLLAPSE HE TURNED TO LAND ON A GRASS RUNWAY, SHUT DOWN AND FEATHERED THE ENGINE, AND TURNED OFF THE ELECTRICAL POWER BEFORE TOUCHDOWN. SUBSEQUENTLY, THE LEFT GEAR LOCKED. WITH BOTH ENGINES AND THE ELECTRICAL SYSTEM SHUT DOWN, HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE PLANE ANGLED TO THE LEFT AND STRUCK A TREE AND SOME BRUSH. AN EXAMINATION REVEALED THAT TWO REDUCTION GEAR STATIONARY DRIVE PLATE BOLTS, PN 68364, HAD FAILED. THE MAGNETO DRIVE GEAR IDLER SHAFT HAD MOVED OUT OF POSITION AND GEARS TO DRIVE BOTH MAGNETO CAMS WERE NO LONGER MESHING.

Brief of Accident (Continued)

File No. - 1517

5/15/82

PROSPECTVILLE,PA

A/C Reg. No. N567D

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL
 2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #4 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) 1

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. - 1502

6/02/82

DUBOIS, PA

A/C Reg. No. N3428G

Time (Lc1) - 1127 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - DOUGLAS RB-26C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 32000
No. of Seats - 6

Eng Make/Model - P & W R-2800
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2000 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- 300/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 1000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHILIPSBURG, PA
Destination
DUBOIS, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

DUBOIS-JEFFERSON COUNTY
Runway Ident - 25
Runway Lth/Wid - 5504/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
HELICOPTER

Age - 49

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8595	Last 24 Hrs	- 1
Make/Model	- 10	Last 30 Days	- UNK/NR
Instrument	- 1600	Last 90 Days	- 71
Multi-Eng	- 4500	Rotorcraft	- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING FERRIED TO ITS HOME BASE IN MONTANA. DURING A LANDING TO REFUEL, THE LEFT MAIN GEAR COLLAPSED AFTER THE AIRCRAFT HAD ROLLED ABOUT 2500 FT AND HAD SLOWED TO ABOUT 30 TO 40 KTS. AN INSPECTION REVEALED THAT THE LEFT MAIN GEAR BEAM MOUNTING AXLE HAD SHIFTED OUTBOARD ABOUT THREE INCHES. THE REASON FOR THE SHIFT WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1502

6/02/82

DUB01S,PA

A/C Reg. No. N3428G

Time (Lc1) - 1127 EDT

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - DISCONNECTED
-

-----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. - 1434 6/11/82 MONONGAHELA, PA A/C Reg. No. N608DL Time (Lc1) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DEERFIELD, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROSTRAVER, PA	ROSTRAVER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 134
SE LAND	Months Since - 14	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 47
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - UNK/NR
		Multi-Eng - 134

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A FLIGHT FROM ROSTRAVER, PA TO DEERFIELD, OH AND RETURN. BEFORE TAKING OFF FROM ROSTRAVER, HE ESTIMATED THERE WAS 25 GAL OF FUEL ON BOARD. AT DEERFIELD, HE ESTIMATED THERE WAS 15 GALLONS REMAINING (12 GAL USABLE). BUT THAT HE WOULD NEED ONLY 6 TO 7 GAL TO RETURN. WHILE RETURNING, HE ENCOUNTERED DELAYS. SUBSEQUENTLY, THE ENGINE LOST POWER FROM FUEL EXHAUSTION ABOUT 4 MILES FROM THE DESTINATION. THE PILOT WAS UNABLE TO GLIDE TO THE AIRPORT. HE THEN TRIED TO GLIDE TO AN OPEN FIELD, BUT WAS FORCED TO LAND IN TREES BEFORE REACHING THE FIELD.

Brief of Accident (Continued)

File No. - 1434

6/11/82

MONONGAHELA, PA

A/C Reg. No. N608DL

Time (Lc1) - 1830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1429 7/09/82 SAVAGE, PA A/C Reg. No. N13119 Time (Lcl) - 1935 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 - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 020/004 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONROEVILLE, PA
Destination
SAVAGE, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

HIGH POINT LAKE
Runway Ident - 06
Runway Lth/Wid - 1900 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 439
Make/Model- 198
Instrument- 50
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A CROSS COUNTRY FLIGHT, THE AIRCRAFT APPROACHED A 1900 FOOT LANDING STRIP FOR LANDING. AFTER A FLY-OVER TO CHECK THE AREA, AN APPROACH TO LAND ENDED IN A GO-AROUND. ON THE SECOND APPROACH, THE PILOT WAS HIGH AND FAST. HE SLIPPED THE AIRCRAFT TO LOSE ALTITUDE, LOWERED FULL FLAPS, BUT WAS STILL MAINTAINING ABOUT 80 MPH AT THRESHOLD. THE AIRCRAFT FLOATED IN THE ALMOST CALM AIR, SEVERAL HUNDRED FEET DOWN THE RUNWAY. THE PILOT WAS READY TO ABORT THE LANDING WHEN THE WHEELS TOUCHED DOWN, SO HE APPLIED BRAKES, BUT COULD NOT STOP BEFORE LEAVING THE END OF THE RUNWAY. SUBSEQUENTLY, THE AIRCRAFT COLLIDED WITH A FENCE AND TREES.

Brief of Accident (Continued)

File No. - 1429

7/09/82

SAVAGE, PA

A/C Reg. No. N13119

Time (Lc1) - 1935 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - FENCE
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1428 7/18/82 PITTSBURGH, PA A/C Reg. No. N6022U Time (Lc1) - 2050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					3

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALLEGHENY CO. AIRPORT
Wind Dir/Speed- 234/004 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 8000 FT	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 52	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model- 2	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 3	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MISJUDGED HIS FLARE AND MADE A HARD LANDING. SEBSEQUENTLY, THE AIRCRAFT BOUNCED AND CAME DOWN ON RIGHT GEAR WHICH BROKE OFF AND THE AIRCRAFT THEN SKIDDED TO A STOP ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1428

7/18/82

PITTSBURGH, PA

A/C Reg. No. N6022U

Time (Lc1) - 2050 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1558 6/22/82 LINCOLN, RI A/C Reg. No. N2281Z Time (Lcl) - 1827 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - DAVIS DA-2A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 466
Last 24 Hrs - 0
Make/Model- 35
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A LOCAL PLEASURE FLIGHT TO SEE THAT THE AIRCRAFT WAS FUNCTIONING PROPERLY AFTER A ROUTINE INSPECTION. JUST PRIOR TO THE ACCIDENT, WITNESSES HEARD THE ENGINE SPUTTER, THEN BECAME QUIET. THE PLANE WAS OBSERVED TO CONTINUE STRAIGHT AHEAD FOR ANOTHER 300 TO 400 FT. IT THEN SUDDENLY PLUNGED TO THE GROUND AND CRASHED IN A STEEP DESCENT. A HEAVY ODOR OF FUEL WAS NOTED AT THE CRASH SITE. NO MECHANICAL MALFUNCTION OR FAILURE OF THE ENGINE OR FLIGHT CONTROLS WAS FOUND THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1558

6/22/82

LINCOLN, RI

A/C Reg. No. N2281Z

Time (Lcl) - 1827 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

2. AIRSPEED - NOT MAINTAINED - 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. - 1516 5/14/82 ALLENDALE, SC A/C Reg. No. N1831H Time (Lcl) - 1320 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 - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4830
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 6.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

ALLENDALE COUNTY
Runway Ident - 17
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 43
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 22000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT BEFORE LANDING, THE LANDING GEAR INDICATORS SHOWED THAT ALL GEAR WERE DOWN AND LOCKED. HOWEVER, ON THE LANDING ROLL-OUT, THE LEFT MAIN GEAR COLLAPSED AS THE NOSEWHEEL WAS LOWERED TO THE RUNWAY. SUBSEQUENTLY, THE LEFT WING, LEFT PROPELLER, AND LEFT ELEVATOR WERE DAMAGED. WHEN TESTED, THE LANDING GEAR EXTENSION/RETRACTION MECHANISM OPERATED NORMALLY. HOWEVER THE LEFT LANDING GEAR SIDE BRACE LINK WAS FOUND TO BE IMPROPERLY ADJUSTED. ACCORDING TO A MANUAL FOR THIS AIRCRAFT, THE SIDE BRACE LINK SHOULD REQUIRE 50 LBS TO MOVE IT OUT OF THE LOCKED POSITION. HOWEVER, THE LINK COULD BE MOVED WITH LIGHT FINGER PRESSURE, ESTIMATED LESS THAN 5 LBS.

Brief of Accident (Continued)

File No. - 1516

5/14/82

ALLENDALE, SC

A/C Reg. No. N1831H

Time (Lcl) - 1320 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - OTHER
 2. ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
 3. GEAR EXTENSION - PERFORMED - PILOT IN COMMAND
 4. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1594

8/15/82

BRITTON,SD

A/C Reg. No. N91919

Time (Lcl) - 2005 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 -LANDING

-----Aircraft Information-----

Make/Model - CESSNA A188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

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- 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

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

BRITTON MUNICIPAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- 1700

Instrument- 10

Last 24 Hrs - 8

Last 30 Days- 0

Last 90 Days- 205

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT DEPARTED TO SPRAY THE LAST FIELD FOR THAT DAY, HE ESTIMATED THAT HE HAD 19 TO 20 GALLONS OF FUEL REMAINING. HE FIGURED IT WOULD TAKE ABOUT 16 TO 17 GALLONS OF FUEL TO COMPLETE THE JOB. ABOUT 1 HR LATER, AS HE WAS RETURNING TO LAND, THE ENGINE LOST POWER. THE PILOT LANDED IN A STUBBLE FIELD, BUT WAS APPROACHING A FENCE BEFORE HE COMPLETED HIS LANDING ROLL. HE TURNED TO AVOID THE FENCE, BUT THE PLANE SLID INTO A FURROW AND THE RIGHT MAIN GEAR FAILED. THE PILOT STATED THAT THE AIRCRAFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1594

8/15/82

BRITTON,SD

A/C Reg. No. N91919

Time (Lc1) - 2005 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

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

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1426

7/17/82

COVINGTON, TN

A/C Reg. No. N5715L

Time (Lcl) - 1625 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				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

0 0 0 1
0 0 0 1

-----Aircraft Information-----

Make/Model - AMERICAN AA-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 3500 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

COVINGTON MUNI
Runway Ident - 01
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 - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - AA-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 70
Last 24 Hrs - 2
Make/Model- 17
Instrument- 2
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING, THE PILOT CHECKED HIS BRAKES TO INSURE THEIR INTEGRITY AND NOTED THAT THE LEFT BRAKE DID NOT HOLD PRESSURE. HE ELECTED TO LAND ON RUNWAY 01 SINCE THE HANGAR AND RAMP AREAS WERE LOCATED AT THE NORTH END OF THE FIELD AND HE DIDN'T WANT TO TAXI A LONG WAY WITH AN INOPERATIVE BRAKE. REPORTEDLY, THE AIRCRAFT WAS HIGH AND FAST ON FINAL APPROACH AND TOUCHED DOWN ABOUT 1000 FT FROM THE DEPARTURE END OF THE 4000 FT RUNWAY. DURING THE LANDING ROLL, THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY, HIT A DITCH AND FLIPPED OVER. THE WIND WAS REPORTED TO BE FROM 210 DEG AT 7 KTS. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FLAPS WERE UP. A HYDRAULIC LEAK WAS FOUND AT THE 45 DEGREE FITTING AT THE BRAKE HOUSING.

Brief of Accident (Continued)

File No. - 1426

7/17/82

COVINGTON, TN

A/C Reg. No. N5715L

Time (Lc1) - 1625 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. HYDRAULIC SYSTEM, FITTING - LEAK
2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. 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) 2,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1550

7/21/82

SOMERVILLE, TN

A/C Reg. No. N31461

Time (Lcl) - 1240 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

Crew
Pass

-----Aircraft Information-----

Make/Model - PITTS S2S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-A4A5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 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 - PARTIAL, LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed- 180/004 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
ARLINGTON, TN
Destination
SOMERVILLE, TN

Airport Proximity
ON AIRPORT

Airport Data

FAYETTE COUNTY
Runway Ident - 18
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
HELICOPTER
GLIDER

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	-	6982	Last 24 Hrs -	1
Make/Model-	310	Last 30 Days-	UNK/NR	
Instrument-	1270	Last 90 Days-	100	
Multi-Eng -	3034	Rotorcraft -	2612	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TOUCHDOWN DURING A FORMATION LANDING, THE WINGMAN'S AIRCRAFT STRUCK AN ENGINE STAND THAT HAD BEEN PLACED OVER A HOLE IN THE RUNWAY. THE HOLE WAS LOCATED ABOUT 900 FT FROM THE APPROACH END AND WAS ABOUT 2 FT LONG, 1 FT WIDE, AND 1 FT DEEP. IT WAS MADE WHEN THE NOSEWHEEL OF A SABRELINER HAD BROKEN THROUGH THE ASPHALT ON THE PREVIOUS DAY. FLIGHT SERVICE WAS NOTIFIED THAT THE RUNWAY WAS CLOSED AND A NOTAM WAS ISSUED, BUT THE PILOT STATED THAT THE FSS HAD NOT RECEIVED IT UNTIL AFTER THE OCCURRENCE. THE MEMPHIS FAA AIRPORTS DISTRICT OFFICE HAD INSTRUCTED THAT THE AIRPORT BE MARKED CLOSED WITH AN "X" ACROSS THE ENDS OF THE RUNWAY. THE PILOT STATED THAT THERE WERE NO CLOSED MARKINGS PLACED ON THE RUNWAYS.

Brief of Accident (Continued)

File No. - 1550

7/21/82

SOMERVILLE, TN

A/C Reg. No. N31461

Time (Lcl) - 1240 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. UNSAFE/HAZARDOUS CONDITION WARNING - INADEQUATE - AIRPORT PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1528 5/27/82 AMARILLO, TX A/C Reg. No. N277SP Time (Lcl) - 1545 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 - HUGHES 500D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 7	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 205/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - 4000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - 20000 FT OVERCAST	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3883
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 485
		Last 30 Days- UNK/NR
		Instrument- 553
		Last 90 Days- 172
		Multi-Eng - 1200
		Rotorcraft - 2043

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS PRACTICING AUTOROTATIONS. WHEN HE ADDED POWER TO RECOVER FROM HIS EIGHTH AUTOROTATION, HE EXPERIENCED COMPRESSOR STALLS IN THE ENGINE AND A COMPLETE LOSS OF POWER AT ABOUT 20 FT AGL. THE HELICOPTER SETTLED AND MADE A HARD TOUCHDOWN. DURING TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DOWNWARD AND CHOPPED OFF THE TAIL BOOM. THE ENGINE WAS TRANSPORTED TO A TEST CELL WHERE IT WAS RUN UP IN AN "AS IS" CONDITION. IT OPERATED NORMALLY WITH A POWER OUTPUT OF 4.29% ABOVE THE MINIMUM REQUIRED. NO DISCREPANCIES WERE FOUND EXCEPT THERE WAS A MODERATE AIR LEAK FROM THE ANTI-ICE VALVE. THE VALVE WAS REPLACED AND THE ENGINE THEN PRODUCED 5.95% ABOVE THE MINIMUM REQUIRED POWER. THE ENGINE WAS THEN COMPLETELY DISASSEMBLED AND INSPECTED AND ALL PARTS WERE FOUND TO BE IN SATISFACTORY CONDITION. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS ABOUT 5100 FT.

Brief of Accident (Continued)

File No. - 1528

5/27/82

AMARILLO, TX

A/C Reg. No. N277SP

Time (Lc1) - 1545 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNDETERMINED
 2. ANTI-ICE/DE-ICE SYSTEM - LEAK
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - CONTINUED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1529

5/29/82

NEW DEAL, TX

A/C Reg. No. N4359S

Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT 301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
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- 180/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	375	Last 24 Hrs - UNK/NR
Make/Model-	4		Last 30 Days- UNK/NR
Instrument-	10		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED AN AG STRIP WITH A HEAVILY LOADED AIRCRAFT. REPORTEDLY, THE ELEVATION AND TEMPERATURE WERE 3338 FT AND 87 DEG. AFTER CLIMBING TO ABOUT 45 FT AGL, HE ENTERED A RIGHT TURN. AT THIS TIME, HE NOTICED ENGINE ROUGHNESS AND A LOSS OF MANIFOLD PRESSURE. HE THEN INCREASED HIS BANK ANGLE TO AVOID A LINE OF POLES. HE ATTEMPTED TO LOWER THE FLAPS AND DUMP THE LOAD, BUT BEFORE THIS COULD BE ACCOMPLISHED, THE AIRCRAFT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1529

5/29/82

NEW DEAL, TX

A/C Reg. No. N4359S

Time (Lcl) - 1530 CDT

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

Finding(s)
3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - 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

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. - 1478

6/03/82

BEEVILLE, TX

A/C Reg. No. N7510

Time (Lcl) - 1335 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 -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH D18S
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 8750
No. of Seats - 10

Eng Make/Model - P & W R-985
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- 0
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-----

THE PILOT AND THREE PASSENGERS DEPARTED ON A PLEASURE FLIGHT. THE PILOT STATED THAT AFTER CLIMBING SEVERAL HUNDRED FEET AND WHILE AT 110 MPH, THE RIGHT PROPELLER WENT INTO HIGH PITCH FOLLOWING A PROPELLER GOVERNOR FAILURE. THIS RESULTED IN A LOSS OF ENGINE RPM AND POWER. THE PROPELLER WAS NOT FEATHERED AND THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE. DURING AN EMERGENCY LANDING ON ROUGH TERRAIN, THE LEFT ENGINE SEPARATED AND THE MAIN LANDING GEAR AND RIGHT WING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1478

6/03/82

BEEVILLE, TX

A/C Reg. No. N7510

Time (Lc1) - 1335 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, GOVERNOR - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
3. PROPELLER FEATHERING - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1413 6/11/82 ABILENE, TX A/C Reg. No. N5DM Time (Lcl) - 1832 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	6

-----Aircraft Information-----

Make/Model - LEARJET 23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 8

Eng Make/Model - GE CJ610
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2850 LBS THRUST

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 030/020 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - UNK/NR SCATTERED

Cloud Conditions(2nd) - 10000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DALLAS, TX

Destination

ABILENE, TX

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - UNK/NR

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

ABILENE

Runway Ident - 35

Runway Lth/Wid - 7199/ 50

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6808	Last 24 Hrs	- 6
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Make/Model-	2675	Last 30 Days-	UNK/NR
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Instrument-	1533	Last 90 Days-	73
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Multi-Eng -	6400
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Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE MAIN GEAR EXTENDED, BUT THE HYDRAULIC PRESSURE DROPPED TO ZERO AND THE NOSE GEAR WOULD NOT COME DOWN WITH EITHER THE NORMAL SYSTEM OR BY USING THE STANDBY ELECTRICAL HYDRAULIC PUMP. EMERGENCY AIR WAS USED TO BLOW THE NOSE GEAR DOWN. ALSO, AIR WAS USED FOR BRAKING DURING THE LANDING ROLL. HOWEVER, THE RUNWAY WAS WET AND THE AIRCRAFT BEGAN TO HYDROPLANE. ALL FOUR MAIN TIRES BLEW OUT AND THE AIRCRAFT WENT OFF THE END OF THE RUNWAY. THE AIRCRAFT STRUCK A RUNWAY END LIGHT, THE RIGHT MAIN GEAR COLLAPSED AND THE PLANE CAME TO REST ON MUDDY TERRAIN. AN INVESTIGATION REVEALED THAT A HYDRAULIC LINE HAD RUPTURED BETWEEN THE RIGHT ENGINE DRIVEN HYDRAULIC PUMP AND THE PYLON FITTING.

Brief of Accident (Continued)

File No. - 1413

6/11/82

ABILENE, TX

A/C Reg. No. N5DM

Time (Lc1) - 1832 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL
2. HYDRAULIC SYSTEM - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. BRAKES(EMERGENCY) - SELECTED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
6. LANDING GEAR, TIRE - FAILURE, TOTAL

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - RUNWAY LIGHT

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - WET
9. TERRAIN CONDITION - SOFT
10. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1494 6/17/82 BISHOP, TX A/C Reg. No. N5028X Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ROCKWELL S2R	Eng Make/Model - WRIGHT R-1300-1B	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 800 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	BISHOP MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 8000
SE LAND	Months Since - UNK/NR	Make/Model- 8000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PILOT REALIZED HE WAS LOW ON FUEL, BUT THOUGHT HE HAD ENOUGH TO FINISH SPRAYING THE FIELD AND RETURN TO THE LANDING AREA. AS HE PULLED UP FROM THE LAST PASS, HE NOTICED THAT ONE FUEL GAUGE WAS ON EMPTY AND THE OTHER WAS INDICATING ABOUT 1/8 FULL. AT ABOUT 50 FT AGL, THE ENGINE LOST POWER FROM FUEL EXHAUSTION AND THE PILOT LANDED STRAIGHT AHEAD IN AN OPEN FIELD. DURING THE LANDING, THE AIRCRAFT COLLIDED WITH A DITCH AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1494

6/17/82

BISHOP, TX

A/C Reg. No. N5028X

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1495 6/17/82 HOUSTON, TX A/C Reg. No. N4920G Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-TAXI	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method	- UNK/NR	LUFKIN, TX	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	HOUSTON, TX	LAKESIDE
Wind Dir/Speed	- VARIABLE		Runway Ident
Visibility	- 5.0 SM	ATC/Airspace	- 15
Cloud Conditions(1st)	- 8000 FT SCATTERED	Type of Flight Plan	- 4000/ 50
Cloud Conditions(2nd)	- NONE	Type of Clearance	- MACADAM
Obstructions to Vision	- NONE	Type Approach Flown	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 54	Last 24 Hrs - 5
SE LAND	Months Since - N/A	Make/Model - 51	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 21

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE STUDENT PILOT RETURNED FROM A CROSS-COUNTRY. HE TAXIED INTO THE PARKING AREA, BUT NOTICED THERE WERE NO PARKING SPACES AVAILABLE. WHILE MAKING A 180 DEG TURN, THE RIGHT WING STRUCK A FENCE POST. AFTER HITTING THE POST, THE PLANE TURNED AND THE PROPELLER STRUCK THE FENCE.

Brief of Accident (Continued)

File No. - 1495

6/17/82

HOUSTON, TX

A/C Reg. No. N4920G

Time (Lc1) - 1430 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - FENCE
2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1402 6/21/82 TOMBALL, TX A/C Reg. No. N3793F Time (Lcl) - 1940 CDT

-----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	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B1G6	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1580	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVID WAYNE HOOKS
Wind Dir/Speed- 035/007 KTS	ATC/Airspace	Runway Ident - 35L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5340/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- 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)
COMMERCIAL,CFI	Current - YES	Total - 3163
SE LAND,ME LAND,SE SEA	Months Since - 6	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 118
		Instrument- 207
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Multi-Eng - 610

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE MADE A 3-POINT LANDING, AND AFTER ROLLING ABOUT 3 OR 4 SECONDS, THE AIRCRAFT SUDDENLY PULLED TO THE RIGHT. HE TRIED TO CORRECT WITH LEFT RUDDER AND BRAKE, BUT THE PLANE CONTINUED SWERVING TO THE RIGHT. SUBSEQUENTLY, THE LEFT MAIN WHEEL AND LEFT WING WERE DAMAGED. THE PILOT REPORTED THAT THE PLANE ACTED AS IF THE RIGHT BRAKE HAD BEEN DRAGGING. HOWEVER, AN EXAMINATION OF THE BRAKE REVEALED NO INDICATION OF A MALFUNCTION. THE PILOT ESTIMATED THAT HE HAD A 5 TO 6 KT CROSSWIND COMPONENT DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1402

6/21/82

TOMBALL, TX

A/C Reg. No. N3793F

Time (Lc1) - 1940 CDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----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. - 1496 6/21/82 FORT WORTH, TX A/C Reg. No. N5823M Time (Lcl) - 1235 CDT

-----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 - CESSNA 310P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - 8000 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNION CITY, TN
Destination
FORT WORTH, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

OAK GROVE AIRPORT
Runway Ident - 17
Runway Lth/Wid - 3500/ 50
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 482
Make/Model- 147
Instrument- 107
Multi-Eng - 151
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS LANDED AND THE PILOT REALIZED HE WAS NOT GETTING PROPER BRAKING. HE DECIDED IT WAS TOO LATE TO GO AROUND SO HE ELECTED TO MANEUVER OFF THE SIDE OF THE RUNWAY. THE AIRCRAFT WENT THROUGH A FENCE AND INTO SOME TREES BEFORE STOPPING. WITNESSES ESTIMATED THE PILOT STILL HAD ABOUT ONE THIRD POWER ON THE ENGINES THROUGHOUT THE THE LANDING ROLL. THE BRAKE SYSTEM WAS DRAINED AND ONLY ABOUT ONE OUNCE OF FLUID WAS FOUND ON EACH SIDE. THE NORMAL CAPACITY IS ABOUT FIVE OUNCES PER SIDE.

Brief of Accident (Continued)

File No. - 1496

6/21/82

FORT WORTH, TX

A/C Reg. No. N5823M

Time (Lcl) - 1235 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. FLUID, HYDRAULIC - LOW LEVEL
 2. SERVICE OF AIRCRAFT - INADEQUATE -
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1531 6/22/82 DENTON, TX A/C Reg. No. N25096 Time (Lcl) - 1245 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FORT WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DENTON, TX	DENTON
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000 -UNK/NR
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- 20
		Instrument- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS A FOREIGN NATIONAL THAT WAS ON HIS FIRST SUPERVISED SOLO FLIGHT. THE OBJECTIVE OF THE FLIGHT WAS TO MAKE A TOUCH-AND-GO AND THEN LAND. HE MADE A HIGH APPROACH THAT ENDED IN A BOUNCED LANDING. THE AIRCRAFT PORPOISED AND LANDED ON THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1531

6/22/82

DENTON, TX

A/C Reg. No. N25096

Time (Lcl) - 1245 CDT

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
-

----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. - 1476 6/24/82 HART, TX A/C Reg. No. N4188X Time (Lcl) - 1045 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	None	
Accident Occurred During -LANDING			0	0	0	1	
				0	0	0	

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL 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 - 7000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE AG STRIP
Wind Dir/Speed- 180 -UNK/NR	ATC/Airspace	Runway Ident - 17
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2640 -UNK/NR
Cloud Conditions(1st) - 12000 FT SCATTERED	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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND	Months Since - 5	Make/Model- 3000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT IMMEDIATELY ON LANDING, THE RIGHT WHEEL SKIDDED ABOUT 50 FT, THEN THE AIRCRAFT WENT OVER ON ITS BACK. HE STATED THAT THE DRIVE KEY OF THE GOODYEAR BRAKE ASSEMBLY WAS THE CAUSE OF THE LOCKED BRAKE.

Brief of Accident (Continued)

File No. - 1476

6/24/82

HART, TX

A/C Reg. No. N4188X

Time (Lcl) - 1045 CDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
-

-----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. - 1508 6/24/82 QUINLAN, TX A/C Reg. No. N5514W Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - POWER AND PIPELINE PATROL	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	Minor	None
Accident Occurred During - CRUISE			0	0	0	1
						2

-----Aircraft Information-----

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-D2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 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	TERRELL, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
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 - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 696
SE LAND, ME LAND	Months Since - 2	Make/Model- 16
	Aircraft Type - UNK/NR	Instrument- 64
		Multi-Eng - 9
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PILOT WAS INSPECTING A POWER LINE, THE AIRCRAFT STRUCK A FEEDER LINE THAT WAS LOCATED PERPENDICULAR TO THE LINE BEING CHECKED. THE LINE SNAPPED, BUT THE PLANE CONTACTED THE GROUND AND SHEARED OFF THE RIGHT GEAR. THE AIRCRAFT BECAME AIRBORNE AGAIN. THE PILOT FLEW THE AIRCRAFT FOR ABOUT 1/4 MILE TO A LARGE FIELD. THEN ELECTED TO LAND. ONLY THE RIGHT FLAP WAS DAMAGE DURING THE FINAL LANDING.

Brief of Accident (Continued)

File No. - 1508

6/24/82

QUINLAN, TX

A/C Reg. No. N5514W

Time (Lc1) - 1130 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1497 6/25/82 FORT WORTH, TX A/C Reg. No. N55276 Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 172P ROBERTSON STOL	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	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	LUCK FIELD
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 40
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1048
SE LAND	Months Since - 7	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 41
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS EQUIPPED WITH A ROBERTSON STOL KIT. AFTER OPERATING THE AIRCRAFT IN SLOW FLIGHT ABOUT 1/2 HR, THE PILOT ELECTED TO LAND. THE APPROACH WAS FLOWN AT 45 KTS WITH A 500 FT/MIN SINK RATE. POWER WAS ADDED TO ARREST THE SINK RATE JUST BEFORE TOUCHDOWN, BUT REPORTEDLY, TOO MUCH WAS APPLIED AND THE AIRCRAFT BOUNCED AND BALLOONED IN THE AIR. REPORTEDLY, THE PILOT OVERREACTED AND REDUCED TOO MUCH POWER, THEN THE AIRCRAFT BOUNCED AGAIN. AFTER THE SECOND BOUNCE, FULL POWER WAS APPLIED, BUT THE PLANE DRIFTED TO THE LEFT OF THE RUNWAY AND TOUCHED DOWN IN A SOFT AREA. THE NOSE GEAR SHEARED OFF IN THE SOFT TERRAIN AND THE PLANE FLIPPED OVER. THE PILOT STATED THAT HE WAS UNFAMILIAR WITH THE AIRCRAFT'S RESPONSE TO POWER. HE ASSUMED THAT FROM HIS EXPERIENCE IN OTHER MODELS, HE COULD FLY THE STOL MODEL OF THE CESSNA 172.

Brief of Accident (Continued)

File No. - 1497

6/25/82

FORT WORTH, TX

A/C Reg. No. N55276

Time (Lc1) - 1830 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT
8. 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) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1532 6/25/82 OZONA, TX A/C Reg. No. N1676S Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-OTHER	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- SNOW 600-S2C	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	- 4800	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- 090/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</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 - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 18000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 160
	Aircraft Type - UNK/NR	Instrument- 1500
		Multi-Eng - 1000
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD FINISHED A SPRAY OPERATION ON THE PREVIOUS DAY AND WAS MOVING THE AIRCRAFT TO A NEW LOCATION. DURING TAKEOFF, THE ENGINE LOST POWER AND THE PLANE WAS LANDED IN A BUSHY/WOODED AREA. DURING LANDING, THE RIGHT WING WAS DAMAGED. THE PILOT EXTINGUISHED A FIRE THAT WAS CONFINED TO THE EXHAUST SYSTEM.

Brief of Accident (Continued)

File No. - 1532

6/25/82

OZONA, TX

A/C Reg. No. N1676S

Time (Lcl) - 0700 CDT

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 - FLARE/TOUCHDOWN

Finding(s)
2. 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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1453 6/26/82 LLANO, TX A/C Reg. No. N6441K Time (Lcl) - 1330 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 -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - DOWNER REPUBLIC RC-3
Landing Gear - AMPHIBIAN
Max Gross Wt - 2980
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 215 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) - 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 - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

GLIDER

Age - 64
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 18550	Last 24 Hrs - 2
Make/Model- 13	Last 30 Days- UNK/NR
Instrument- 672	Last 90 Days- 45
Multi-Eng - 745	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A TEST FLIGHT TO CHECK THE ENGINE IN THE AMPHIBIOUS AIRCRAFT. AS THE LANDING GEAR WAS BEING LOWERED TO LAND AT THE AIRPORT, A "POP" WAS HEARD. REPORTEDLY, THE NOISE OCCURRED WHEN THE CLEVIS ON THE ROD END OF THE RETRACT/EXTEND CYLINDER FAILED. THE PILOT REPORTED THAT THE GEAR WOULD NOT RETRACT OR EXTEND, BUT WAS SWINGING FREELY IN A TRAIL POSITION. HE ELECTED TO MAKE A WATER LANDING. THINKING THE GEAR WOULD TRAIL BEHIND. REPORTEDLY, THE AIRCRAFT BOUNCED ON ITS FIRST TOUCHDOWN. THE PILOT STATED THAT THE WHEELS WERE KNOCKED BACK HARD, THEN BOUNCED FULLY FORWARD AND LOCKED. SUBSEQUENTLY, THE AIRCRAFT FLIPPED FORWARD ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 1453

6/26/82

LLANO, TX

A/C Reg. No. N6441K

Time (Lcl) - 1330 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
3. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1479 6/27/82 FRIENDSWOOD, TX A/C Reg. No. N53999 Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		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 - RYAN AERONAUTICS ST3KR (PT 21)	Eng Make/Model - KINNER R-55	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1885	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 14
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - 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 - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 150
SE LAND	Months Since - N/A	Make/Model- 36
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT TOOK OFF WITH A PASSENGER TO PRACTICE LANDINGS. ON THE SECOND LANDING, THE AIRCRAFT COLLIDED WITH A DITCH SHORT OF THE RUNWAY AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 1479

6/27/82

FRIENDSWOOD, TX

A/C Reg. No. N53999

Time (Lcl) - 1620 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1456 6/27/82 KENNEDALE, TX A/C Reg. No. N7319K Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation - INSTRUCTIONAL - DUAL	Fire	0	Serious	Minor		
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2	
Accident Occurred During -APPROACH		0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 172XP	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MELTON AIRPORT
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 6880
SE LAND, ME LAND	Months Since - 14	Make/Model- 110
	Aircraft Type - UNK/NR	Instrument- 1161
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH LIGHT UNMARKED ALUMINUM WIRES DURING AN APPROACH TO LAND AT A PRIVATE AIRPORT. THESE WIRES WERE NOT NOTICED WHEN AN OVERFLIGHT WAS MADE PRIOR TO LANDING. THE AIRCRAFT WAS LANDED OK AFTER THE COLLISION. THE INSTRUCTOR WAS FLYING THE AIRCRAFT WHEN THE COLLISION OCCURRED.

Brief of Accident (Continued)

File No. - 1456

6/27/82

KENNEDALE, TX

A/C Reg. No. N7319K

Time (Lcl) - 1730 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1455 6/28/82 GRAHAM, TX A/C Reg. No. N2880V Time (Lcl) - 1630 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 - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 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- 135/005 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 4200 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MESQUITE, TX

Destination

GRAHAM, 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 - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 4600

Make/Model- 53

Instrument- 1050

Multi-Eng - 1400

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING THROUGH ABOUT 2800 FT AGL TO LAND, THE ENGINE LOST POWER. THE PILOT WAS UNABLE TO RESTART THE ENGINE AND ELECTED TO LAND IN AN OAT FIELD WITH OATS ABOUT 2 TO 3 FT HIGH. THE PILOT REPORTED THAT DURING THE LANDING ROLL, THE NOSE GEAR COLLAPSED AFTER THE AIRCRAFT ENCOUNTERED THE OATS AND SOFT TERRAIN. NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1455

6/28/82

GRAHAM, TX

A/C Reg. No. N2880V

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - CROP
 3. TERRAIN CONDITION - SOFT
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1454 6/28/82 CANADIAN, TX A/C Reg. No. N58407 Time (Lcl) - 1310 CDT

-----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 -HOVER			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - WET
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 0
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- UNK/NR
		Multi-Eng - 357
		Rotorcraft - 13

Instrument Rating(s) - NONE

-----Narrative-----

THE FIXED-WING-RATED/HELICOPTER STUDENT PILOT STATED THAT IT HAD BEEN RAINING BEFORE HE WENT TO FLY. REPORTEDLY, HE BEGAN TO PRACTICE HOVERING WHILE WEARING WET TENNIS SHOES. THE STUDENT STATED THAT HIS FOOT SLIPPED OFF OF THE PEDAL BECAUSE THE SOLES OF HIS SHOES WERE WET. HE REPORTED THAT THE HELICOPTER STARTED TO TURN, A SKID HIT THE GROUND AND THEN THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 1454

6/28/82

CANADIAN, TX

A/C Reg. No. N58407

Time (Lcl) - 1310 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. TAIL ROTOR - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Occurrence #3 ROLL OVER
Phase of Operation HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1459 6/30/82 LUBBOCK, TX A/C Reg. No. N91CA Time (Lcl) - 0010 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	1	None
Accident Occurred During	-LANDING			0	0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH E18S	Eng Make/Model	- P&W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9850	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 180/007 KTS	LUBBOCK INTERNATIONAL	
Visibility	- 15.0 SM	Runway Ident	- 26
Cloud Conditions(1st)	- 10000 FT SCATTERED	Runway Lth/Wid	- 8001/ 150
Cloud Conditions(2nd)	- 25000 FT OVERCAST	Runway Surface	- CONCRETE
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5475	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 3	Make/Model - 2460	Last 30 Days - UNK/NR
	Aircraft Type - BE-18	Instrument - 560	Last 90 Days - 135
		Multi-Eng - 4880	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT AFTER A NORMAL APPROACH AND TOUCHDOWN, HE RETRACTED THE FLAPS AND LOWERED THE TAIL. AS HE APPLIED BRAKES, THE RIGHT BRAKE FUNCTIONED, BUT THE LEFT BRAKE HAD NO BRAKING ACTION AND THE AIRCRAFT SWERVED TO THE RIGHT. HE ADVANCED THE RIGHT THROTTLE, BUT REPORTED THAT THE ENGINE DID NOT RESPOND IMMEDIATELY. AS THE AIRCRAFT DEPARTED THE RUNWAY, THE RIGHT ENGINE POWER INCREASED AND THE PLANE BEGAN TO TURN BACK TOWARD THE RUNWAY WHEN IT WENT INTO A SHALLOW DRAINAGE DITCH WITH ABOUT 4 FT OF STANDING WATER. AFTER HITTING THE WATER, THE PLANE DECELERATED RAPIDLY AND NOSED OVER. AN INVESTIGATOR REVEALED THAT THE LEFT BRAKE WAS SPONGY AND HAD AIR IN THE RESERVOIR AND LINE. IT WAS NOT DETERMINED WHEN THE SYSTEM WAS LAST INSPECTED.

Brief of Accident (Continued)

File No. - 1459

6/30/82

LUBBOCK, TX

A/C Reg. No. N91CA

Time (Lc1) - 0010 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - 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 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1458 6/30/82 FABENS, TX A/C Reg. No. N7027X Time (Lcl) - 1500 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150A	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	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - BRFG RCVD, SOURCE UNK</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/020 KTS</p> <p>Visibility - 8.0 SM</p> <p>Cloud Conditions(1st) - 8500 FT UNK/NR</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MIDLAND, TX</p> <p>Destination EL PASO, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 18	Make/Model- 63
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT ON A FLIGHT FROM MIDLAND TO EL PASO, TX, HE ENCOUNTERED MARGINAL WEATHER. FLIGHT WATCH HAD REPORTED RAIN AND THUNDERSTORM ACTIVITY ABOUT 30 MILES EAST OF EL PASO. AS THE WEATHER ON HIS ROUTE WORSENER AND BECAME MORE TURBULENT, HE ELECTED TO MAKE A PRECAUTIONARY LANDING, IN THE DESERT. HE REPORTED THAT DURING THE LANDING, THE WIND MOVED THE AIRCRAFT TO THE RIGHT AND HIS RIGHT WING TIP STRUCK A YUCCA PLANT. HE ESTIMATED THAT THE WIND WAS FROM THE SOUTHWEST AT 20, GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 1458

6/30/82

FABENS, TX

A/C Reg. No. N7027X

Time (Lcl) - 1500 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - TURBULENCE
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1487 7/02/82 DALLAS, TX A/C Reg. No. N303TC Time (Lcl) - 1342 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	2	0	
0	0	0	0	

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire ON GROUND Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA T310P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
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- 180/021 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 4000 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 - TOWER
Type Approach Flown - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

REDBIRD
Runway Ident - 17
Runway Lth/Wid - 3800/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME 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	-	3145	Last 24 Hrs	-	1
Make/Model	-	36	Last 30 Days	-	UNK/NR
Instrument	-	249	Last 90 Days	-	18
Multi-Eng	-	1195			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT OWNER, WHO HAD NOT FLOWN FOR ONE YEAR, AND A FLIGHT INSTRUCTOR WERE ON AN INSTRUCTIONAL FLIGHT TO PREPARE THE OWNER FOR A FLIGHT REVIEW. AFTER FLYING ABOUT ONE HOUR, THEY RETURNED TO THE AIRPORT AND BEGAN PRACTICING LANDINGS. AFTER THE SECOND LANDING (A TOUCH & GO), THE LEFT ENGINE LOST POWER SHORTLY AFTER TAKEOFF, BUT TOO LATE TO ABORT AND LAND ON THE RUNWAY. A WITNESS SAW THE AIRCRAFT YAW AT ABOUT 150, BUT COULD NOT HEAR IT OVER OTHER NOISE. ACCORDING TO HIM, THE AIRCRAFT ENTERED A DESCENT WITH THE PROPELLERS STILL ROTATING. THE AIRCREW STATED THAT THE RIGHT ENGINE SEEMED TO LOSE POWER AS THE GLIDE BECAME STEEP. A WHEELS UP LANDING WAS MADE AFTER CROSSING OVER TREES. AN INVESTIGATION REVEALED THAT BOTH FUEL SELECTORS WERE POSITIONED TO THE AUXILIARY TANKS AND BOTH OF THESE TANKS WERE EMPTY. BOTH PILOTS STATED THAT NO ATTEMPT WAS MADE TO CHANGE THE FUEL SELECTOR POSITIONS AFTER THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1487

7/02/82

DALLAS, TX

A/C Reg. No. N303TC

Time (Lcl) - 1342 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
7. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1490 7/03/82 WIMBERLEY, TX A/C Reg. No. N6446Q Time (Lcl) - 1530 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 - 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 - RECIPROCATING-CARBURETOR
Rated Power - 200 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- 120/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN MARCOS, TX
Destination
WIMBERLEY, TX

Airport Proximity
ON AIRPORT

Airport Data

WOODCREEK RESORT
Runway Ident - 14
Runway Lth/Wid - 2525/ 70
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 - 21
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	132	Last 24 Hrs	-	3
Make/Model	-	13	Last 30 Days	-	UNK/NR
Instrument	-	1	Last 90 Days	-	17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A LANDING, THE TOUCHDOWN WAS MADE NEAR THE INTENDED POINT, BUT THE AIRCRAFT DID NOT DECELERATE AS RAPIDLY AS EXPECTED. HE ALSO STATED THAT HEAVY BRAKING WAS INITIATED, BUT BY THEN IT BECAME EVIDENT THAT THE AIRCRAFT COULD NOT BE STOPPED IN TIME TO PREVENT DEPARTING THE RUNWAY, AND ALSO, IT WAS TOO LATE TO GO AROUND. THE PILOT THEN TURNED THE AIRCRAFT TO THE RIGHT AND DEPARTED THE RUNWAY. THE AIRCRAFT COLLIDED WITH BRUSH AND DIRT MOUNDS AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1490

7/03/82

WIMBERLEY, TX

A/C Reg. No. N6446Q

Time (Lc1) - 1530 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

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) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1488

7/03/82

FORT WORTH, TX

A/C Reg. No. N6673G

Time (Lc1) - 1210 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 - 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 - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - 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- 180/008 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MANGHAM FIELD
Runway Ident - 17
Runway Lth/Wid - 2500/ 30
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

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 - 256
Last 24 Hrs - 1
Make/Model- 256
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS A LOCAL FLIGHT PRACTINCING LANDINGS AND HAD AN ENGINE FAILURE DURING THE SECOND CLIMB OUT. HE MADE AN EMERGENCY FORCED LANDING STRAIGHT AHEAD AND COLLIDED WITH A DITCH. HE STATED THE AIRCRAFT HAD ABOUT 3 GALLONS OF FUEL BEFORE TAKEOFF BOTH TANKS WERE EMPTY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1488

7/03/82

FORT WORTH, TX

A/C Reg. No. N6673G

Time (Lcl) - 1210 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - FAILURE, TOTAL
4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1489

7/04/82

REFUGIO, TX

A/C Reg. No. N604VP

Time (Lc1) - 1420 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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GLASSFLUGEL 604
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
ON AIRPORT

Airport Data

ROOKE FIELD
Runway Ident - 14
Runway Lth/Wid - 3240/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000	Last 24 Hrs - 0
Make/Model- 52	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 29
Multi-Eng - UNK/NR	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ACCIDENTLY RELEASED THE TOW LINE AT ABOUT 50 FEET AGL WHEN HIS PARACHUTE CAUGHT ON THE TOW RELEASE HANDLE. IN ATTEMPTING TO TURN TO THE RUNWAY, HE DRAGGED A WING. THE GLIDER FUSELAGE BROKE AFT OF THE COCKPIT.

Brief of Accident (Continued)

File No. - 1489

7/04/82

REFUGIO, TX

A/C Reg. No. N604VP

Time (Lcl) - 1420 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
2. MISCELLANEOUS EQUIPMENT - INADVERTENT USE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1527 7/07/82 MUNESTER, TX

A/C Reg. No. N2405Q

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DECATUR, TX
Destination
MUSKOGEE, 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 - 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 - 35
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 839
Make/Model- 508
Instrument- 0
Last 24 Hrs - 4
Last 30 Days- 0
Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE ENGINE BEGAN LOSING POWER AND BOTH OCCUPANTS DETECTED A STRONG ODOR OF GASOLINE. THE PILOT MADE A SUCCESSFUL FORCED LANDING IN A FIELD. HE STATED THAT THE ENGINE LOST ALL POWER ON FINAL APPROACH. AFTER COMING TO A STOP, THE PILOT AND PASSENGER STILL SMELLED GAS FUMES AND EXITED THE AIRCRAFT. AT ABOUT THAT TIME, THEY REALIZED THE PLANE HAD STARTED TO BURN. THE PASSENGER, AND A&P MECHANIC STATED THAT HE SAW BURNING FUEL DRIPPING FROM THE ENGINE COWLING. MOST OF THE AIRCRAFT AND NEARLY ALL OF THE FUEL SYSTEM WAS DEMOLISHED BY FIRE. AN INSPECTION OF THE ENGINE REVEALED THAT THE CRANKSHAFT OIL SEAL WAS OUT OF POSITION AND THE PRIMER FITTING-BOSS WAS BROKEN OFF AT THE RIGHT ELBOW. HOWEVER, INVESTIGATORS WERE UNABLE TO DETERMINE WHEN THE PRIMER FITTING HAD BROKEN. NO PREIMPACT FAILURES OF THE ENGINE WERE VERIFIED.

Brief of Accident (Continued)

File No. - 1527

7/07/82

MUNESTER, TX

A/C Reg. No. N2405Q

Time (Lcl).- 1630 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
 2. FLUID, FUEL - LEAK
 3. FLUID, FUEL - FUMES
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 FIRE
Phase of Operation STANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1484 7/09/82 BRYAN, TX A/C Reg. No. N24890 Time (Lc1) - 1415 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 -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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 - 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- 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

Destination

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)
STUDENT
SE LAND

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 40
Make/Model- 10
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO CROSS-COUNTRY FLIGHT, THE STUDENT PILOT LANDED TWICE FOR FUEL, BUT HIS CREDIT CARDS WERE NOT ACCEPTED TO OBTAIN SERVICES. HE WAS TOLD THAT THE CARDS WOULD BE ACCEPTABLE AT COULTER FIELD WHICH WAS 7 MI AWAY. HE VISUALLY CHECKED THE FUEL AND DECIDE HE HAD ENOUGH TO MAKE THE TRIP. HOWEVER, THE AIRCRAFT RAN OUT OF FUEL WHILE HE WAS EN ROUTE. DURING A FORCED LANDING, THE AIRCRAFT STRUCK A FENCE AND A COW, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 1484

7/09/82

BRYAN, TX

A/C Reg. No. N24890

Time (Lc1) - 1415 CDT

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 - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
6. OBJECT - ANIMAL(S)

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1524 7/09/82 FT. WORTH, TX A/C Reg. No. N621Z Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LONGVIEW, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. WORTH, TX	OAK GROVE
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 820
SE LAND,ME LAND	Months Since - 12	Make/Model- 53
	Aircraft Type - UNK/NR	Instrument- 137
		Multi-Eng - 121
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 199

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE HE WAS ON FINAL APPROACH, HE WAS CARRYING A LITTLE POWER SINCE HE WAS A LITTLE LOW. HE STATED THAT AS THE AIRCRAFT CROSSED THE THRESHOLD, HE REDUCED POWER AND THE PLANE YAWED TO THE RIGHT. SUBSEQUENTLY, THE AIRCRAFT HEADED TOWARD A HANGAR AND THE PILOT INITIATED A GO-AROUND. DURING THE GO-AROUND, THE LANDING GEAR BOUNCED OFF THE TOP OF A HANGAR AND THEN THE AIRCRAFT COLLIDED WITH A POWER LINE AND CRASHED. THE PILOT STATED THAT HE LOST ELEVATOR AND RUDDER CONTROL. HOWEVER, AN INSPECTION REVEALED THAT ALL OF THE FLIGHT CONTROLS WERE HOOKED UP AND OPERABLE AFTER THE CRASH.

Brief of Accident (Continued)

File No. - 1524

7/09/82

FT. WORTH, TX

A/C Reg. No. N621Z

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. OBJECT - AIRPORT FACILITY
5. 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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1475 7/12/82 JUSTIN, TX

A/C Reg. No. N48635

Time (Lc1) - 0820 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	-LANDING	0	1	0	0

Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0
Other 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-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SITTON FIELD
Runway Ident - 35
Runway Lth/Wid - 2500 -UNK/NR
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, ME LAND

Age - 48
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR
Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AERIAL APPLICATION AIRCRAFT WAS RETURNING TO LAND WHEN IT COLLIDED WITH ANOTHER AIRCRAFT THAT WAS ON A STRAIGHT-IN FINAL APPROACH. THE PILOT OF THE OTHER AIRCRAFT STATED THAT HE WAS BELOW AND AHEAD AT ABOUT 150 FEET AGL WHEN THE COLLISION OCCURRED. BOTH AIRCRAFT CRASHED TOGETHER ON THE RUNWAY AND FLIPPED INVERTED. THE APPLICATOR PILOT WAS NOT INJURED. THE OTHER PILOT HAD MINOR INJURIES BUT WAS HOSPITALIZED FOR INHALATION OF POISON SPRAY.

Brief of Accident (Continued)

File No. - 1475

7/12/82

JUSTIN, TX

A/C Reg. No. N48635

Time (Lcl) - 0820 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1475 7/12/82 JUSTIN, TX A/C Reg. No. N2434E Time (Lcl) - 0820 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0
			Other 0	0	0	1

-----Aircraft Information-----

Make/Model	- CHAMPION 7AC	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	- 1220	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 65 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- 350/005 KTS</p> <p>Visibility - 25.0 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="text-align: center;">JUSTIN, TX</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SITTON FIELD</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2500 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 27</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 198</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 120</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 63</td> </tr> </table>	Total - 198	Last 24 Hrs - 4	Make/Model- 120	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 63
Total - 198	Last 24 Hrs - 4							
Make/Model- 120	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 63							

Instrument Rating(s) - NONE

-----Narrative-----

THIS AIRCRAFT WAS ON A STRAIGHT-IN, FINAL APPROACH AT ABOUT 150 FEET AGL WHEN THE COLLISION OCCURRED. THE PILOT STATED THAT HIS AIRCRAFT WAS STRUCK FROM ABOVE AND BEHIND. BOTH AIRCRAFT REMAINED LOCKED TOGETHER UNTIL THE CRASH ON THE RUNWAY AND NOSED OVER. THIS PILOT RECEIVED MINOR INJURIES, BUT WAS HOSPITALIZED FOR POISON SPRAY INHALATION. THE OTHER PILOT WAS UNINJURED. THE PILOT OF THE OTHER AIRCRAFT STATED THAT HE WAS TURNING FINAL WHEN THEY COLLIDED.

Brief of Accident (Continued)

File No. - 1475

7/12/82

JUSTIN, TX

A/C Reg. No. N2434E

Time (Lc1) - 0820 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513 7/14/82 RIO HONDO, TX A/C Reg. No. N4448S Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
				0	0	0
				0	0	0

-----Aircraft Information-----

Make/Model	- AIRTRACTOR AT-301	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	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO	
No. of Seats	- 1	Rated Power	- 600 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed-	170/008 KTS	BURKES STRIP	
Visibility	- 15.0 SM	Runway Ident	- UNK/NR
Cloud Conditions(1st)	- 1200 FT BROKEN	Runway Lth/Wid	- UNK/NR
Cloud Conditions(2nd)	- NONE	Runway Surface	- DIRT
Obstructions to Vision-	NONE	Runway Status	- HIGH VEGETATION
Precipitation	- NONE		ROUGH
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL,CFI	Current	- YES	Total	- 12250	Last 24 Hrs	- 1
SE LAND,ME LAND	Months Since	- 3	Make/Model-	4000	Last 30 Days-	UNK/NR
	Aircraft Type	- UNK/NR	Instrument-	160	Last 90 Days-	275
			Multi-Eng	- 1200		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF, THE ENGINE LOST POWER AND A FORCED LANDING WAS MADE IN A FIELD OF TALL COTTON. AFTER LANDING IN THE COTTON FIELD WITH FOUR-FOOT-HIGH STALKS, THE PILOT AS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND THE PLANE WAS SUBSTANTIALLY DAMAGED. EXAMINATION OF THE ENGINE REVEALED A BLOWN SEAL IN THE ENGINE SUPER CHARGER BLOWER.

Brief of Accident (Continued)

File No. - 1513

7/14/82

RIO HONDO, TX

A/C Reg. No. N4448S

Time (Lc1) - 1145 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. 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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1525

7/18/82

JONESTOWN, TX

A/C Reg. No. N34RS

Time (Lc1) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	1
Accident Occurred During	-TAKEOFF				

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH 95-A55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/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 - 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
SAME AS ACC/INC
Destination
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

BAR-K AIRPARK
Runway Ident - 16
Runway Lth/Wid - 3790/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
HELICOPTER

Age - 46

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2340	Last 24 Hrs	- 4
Make/Model-	1990	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	4
Multi-Eng	- UNK/NR	Rotorcraft	- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL, HE ENCOUNTERED A STRONG PULL TO THE RIGHT. THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY, WENT DOWN AN EIGHT FOOT EMBANKMENT, AND WAS SUBSTANTIALLY DAMAGED. AFTER THE ACCIDENT, THE WHEELS ROLLED FREELY AND NO ENGINE MALFUNCTION WAS VERIFIED. THE PILOT STATED THAT BOTH ENGINES WERE AT FULL POWER UNTIL IMPACT.

Brief of Accident (Continued)

File No. - 1525

7/18/82

JONESTOWN, TX

A/C Reg. No. N34RS

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
 4. TERRAIN CONDITION - DOWNHILL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1482

7/19/82

HUNTSVILLE, TX

A/C Reg. No. N5421P

Time (Lcl) - 1700 CDT

-----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 -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180 -UNK/NR

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

HUNTSVILLE MUNI

Runway Ident - 18

Runway Lth/Wid - 5000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 28

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	10	Last 24 Hrs -	1
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Make/Model-	10	Last 30 Days-	UNK/NR
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Instrument-	0	Last 90 Days-	10
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT STATED THAT ON HER FOURTH LANDING OF THE DAY, SHE FELT SHE WAS TOO FAR DOWN THE RUNWAY AND TOO HIGH TO MAKE A GOOD LANDING, SO SHE "PUT IN FLAPS AND POWER AND WAS GOING TO MAKE A GO-AROUND." REPORTEDLY, THE AIRCRAFT LANDED, SHE LOST DIRECTIONAL CONTROL AND THE PLANE CROSSED A PARALLEL TAXIWAY. THE PILOT REPORTED THAT SHE SAW TREES (BRUSH) ON THE SIDE OF THE TAXIWAY AND TRIED TO PULL UP, BUT THERE WAS NOT ENOUGH ROOM AND THE AIRCRAFT LANDED IN TREES. ALSO, SHE STATED THAT SHE DID NOT FULLY UNDERSTAND ALL PROCEDURES INVOLVED IN THE GO-AROUND.

Brief of Accident (Continued)

File No. - 1482

7/19/82

HUNTSVILLE, TX

A/C Reg. No. N5421P

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. GO-AROUND - NOT UNDERSTOOD - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1544 7/22/82 AUSTIN, TX A/C Reg. No. N8218M Time (Lcl) - 0835 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
					1
					3

-----Aircraft Information-----

Make/Model - CESSNA 210K	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	ROBERT MUELLER
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5006/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - RADAR ADVISORIES	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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1164	Last 24 Hrs - 1
SE LAND	Months Since - 17	Make/Model- 370	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 191	Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE NOSE GEAR COLLAPSED AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE NOSE GEAR RETRACTION-EXTENSION MECHANISM HAD BEEN SERVICED JUST PRIOR TO THIS FLIGHT AND ON SEVERAL OTHER OCCASIONS FOR FAILING TO PROPERLY EXTEND OR RETRACT. AFTER THE ACCIDENT, AN EXAMINATION REVEALED THAT THE OVERCENTER LOCKING MECHANISM WAS DIRTY AND GUMMY. THIS PREVENTED HYDRAULIC PRESSURE FROM FULLY EXTENDING THE NOSE GEAR. AFTER A GOOD CLEANING, THE NOSE GEAR OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1544

7/22/82

AUSTIN, TX

A/C Reg. No. N8218M

Time (Lcl) - 0835 CDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - MOVEMENT RESTRICTED
 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1543 7/24/82 HEMPSTEAD, TX

A/C Reg. No. N13JR

Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20
Landing Gear - N/A
Max Gross Wt - 660
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 2500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

HEMPSTEAD
Runway Ident - 17
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND
GLIDER

Age - 57
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3283
Make/Model- 168
Instrument- 716
Multi-Eng - 2113
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE GLIDER WAS ASSEMBLED AT THE SITE. HE REPORTED THAT AFTER BECOMING AIRBORNE, HE OBVIOUSLY DID NOT HAVE PITCH CONTROL. HE RELEASED THE TOW ROPE AT ABOUT 25 FT AGL AND ABORTED. THE GLIDER LANDED HARD ON THE FUSELAGE, FORWARD OF THE LANDING GEAR. IT THEN BOUNCED AND SUBSEQUENTLY VEERED INTO A FENCE. AN INVESTIGATION REVEALED THAT THE ELEVATOR CONTROLS HAD INADVERTENTLY BEEN LEFT DISCONNECTED.

Brief of Accident (Continued)

File No. - 1543

7/24/82

HEMPSTEAD, TX

A/C Reg. No. N13JR

Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - DISCONNECTED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1561 7/30/82 EL PASO, TX A/C Reg. No. N102BL Time (Lcl) - 0647 MDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-LANDING							1

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-3C	Eng Make/Model	- P&W R-1830-90C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL RETRACT	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 25200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 32	Rated Power	- 1200 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	- 04
Wind Dir/Speed	- CALM	Runway Lth/Wid	- 11012 -UNK/NR
Visibility	- 50.0 SM	Runway Surface	- ASPHALT
Cloud Conditions(1st)	- NONE	Runway Status	- DRY
Cloud Conditions(2nd)	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 22188	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 1108	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1848	Last 90 Days - UNK/NR
		Multi-Eng - 17288	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT ABOUT 800 FT AGL, THE LEFT ENGINE OIL TEMPERATURE BECAME HIGH AND REPORTEDLY THERE WAS A LOSS OF OIL PRESSURE. THE PILOT REPORTED THAT HE THEN FEATHERED THE LEFT ENGINE AND DECLARED AN EMERGENCY. ON FINAL APPROACH, HE DID NOT GET A SAFE GEAR INDICATION. THE PILOT STARTED THAT HE ATTEMPTED TO GO AROUND. BUT AT ABOUT THAT TIME, HE WAS COMMITTED TO LAND. WHILE MANEUVERING, THE AIRCRAFT CRASHED IN THE DESERT. THERE WAS 2700 LBS OF CARGO ON BOARD. THE ELEVATION WAS ABOUT 3950 FT AND THE TEMPERATURE WAS REPORTED AT 72 DEGREES FAHRENHEIT.

Brief of Accident (Continued)

File No. - 1561

7/30/82

EL PASO, TX

A/C Reg. No. N102BL

Time (Lc1) - 0647 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LUBRICATING SYSTEM - NO PRESSURE
 2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
 5. LANDING GEAR, GEAR INDICATING SYSTEM - UNDETERMINED
 6. GO-AROUND - INITIATED - PILOT IN COMMAND
 7. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 8. VMC - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
 10. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 11. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1563 7/31/82 ROARING SPRINGS, TX A/C Reg. No. N60003 Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
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 AIRPORT
Method - N/A	MIDLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROARING SPRINGS, TX	BUZZ FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Cloud Conditions(1st) - 6000 FT BROKEN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 10000 FT OVERCAST	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 83
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 76
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING IN CALM WIND CONDITIONS, THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND STRUCK A FENCE. THE PILOT STATED THAT HE HAD TROUBLE LOWERING THE FLAPS AND THAT THE BRAKES WOULD NOT OPERATE PROPERLY. DURING A SUBSEQUENT INSPECTION, THE BRAKES AND FLAPS OPERATED NORMALLY. THE DENSITY ALTITUDE WAS ABOUT 4700 FT.

Brief of Accident (Continued)

File No. - 1563

7/31/82

ROARING SPRINGS, TX

A/C Reg. No. N60003

Time (Lcl) - 1200 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----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. - 1450 6/20/82 WENDOVER,UT A/C Reg. No. N77947 Time (Lcl) - 2045 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	1

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MORGAN,UT
Destination
WENDOVER,UT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

WENDOVER AIRPORT
Runway Ident - 03
Runway Lth/Wid - 9100/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

GLIDER

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	454	Last 24 Hrs - 2
Make/Model-	89	Last 30 Days- 29
Instrument-	7	Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING ROLL, HE APPLIED MODERATE BRAKING TO AVOID A LONG TAXI DISTANCE BACK TO THE PARKING AREA. HE WAS WEARING UNFAMILIAR BOOTS WITH HIGHER THAN NORMAL HEELS, AND WHILE USING THE SMALL HEEL BRAKE PEDDLES, THE AIRCRAFT BEGAN TO YAW TO THE LEFT. HE RELEASED THE BRAKES AND TRIED TO CONTROL THE AIRCRAFT WITH RUDDER AND THOTTL. HOWEVER, THE LEFT YAW CONTINUED AND THE AIRCRAFT GROUND LOOPED TO THE LEFT. THE RIGHT MAIN GEAR COLLAPSED AND THE PROPELLER AND RIGHT WING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1450

6/20/82

WENDOVER,UT

A/C Reg. No. N77947

Time (Lc1) - 2045 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1556 7/26/82 WOODS CROSS,UT A/C Reg. No. N758YP Time (Lcl) - 1720 MDT

-----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
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

BOUNTIFUL-SALT LAKE
Runway Ident - 34
Runway Lth/Wid - 3800/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT
SE LAND

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 12
Last 24 Hrs - 0
Make/Model- 12
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT DURING THE TAKEOFF ROLL, HE DISCOVERED THE AIRSPEED INDICATOR WAS NOT OPERATING. ALSO, HE SAID THAT HE ACCUMULATED EXCESSIVE GROUND SPEED AND MADE A DECISION TO ABORT THE TAKEOFF. THE AIRCRAFT WAS DAMAGED WHEN THE PILOT WAS UNABLE TO STOP ON THE REMAINING RUNWAY. AN INVESTIGATION REVEALED THAT THE PITOT TUBE WAS BLOCKED WITH FOREIGN MATERIAL (INSECTS).

Brief of Accident (Continued)

File No. - 1556

7/26/82

WOODS CROSS,UT

A/C Reg. No. N758YP

Time (Lc1) - 1720 MDT

Occurrence OVERRUN

Phase of Operation TAKEOFF

Finding(s)

1. PITOT/STATIC SYSTEM - OTHER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - INOPERATIVE
 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1421 7/09/82 MORRISVILLE,VT A/C Reg. No. N22SU Time (Lcl) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 305A	Eng Make/Model - CONTINENTAL O-470-11A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 265 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
Completeness - N/A		MORRISVILLE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 19
Wind Dir/Speed- 250/015 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - 6000 FT BROKEN	Type Approach Flown - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI,ATP	Current - YES	Total - 3780
SE LAND,ME LAND	Months Since - 6	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 161
		Multi-Eng - 2500
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE LANDED ON RUNWAY 19 WITH A WIND FROM 250 DEG AT 15, GUSTING 20 KNOTS. HE REPORTED THAT AS THE AIRCRAFT ROLLED OUT, A SEVERE GUST OF WIND WAS ENCOUNTERED THAT PUT THE PLANE ON THE LEFT GEAR ONLY. SUBSEQUENTLY, THE LEFT GEAR FAILED AND THE LEFT WING, FUSELAGE AND PROPELLER WERE DAMAGED. THE PILOT WAS REQUIRED TO WEAR AN ARTIFICIAL LIMB WHILE FLYING.

Brief of Accident (Continued)

File No. - 1421

7/09/82

MORRISVILLE,VT

A/C Reg. No. N22SU

Time (Lcl) - 1315 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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) 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. - 1577 7/10/82 CARLTON, WA A/C Reg. No. N6907Q Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-AERIAL SURVEY	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	2	0

-----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	OFF AIRPORT/STRIP
Method	- N/A	WINTHROP, WA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 200/011 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- 6000 FT SCATTERED	Type of Clearance	- UNK/NR
Cloud Conditions(2nd)	- 20000 FT SCATTERED	Type Approach Flown	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- HIGH VEGETATION
Condition of Light	- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 780	Last 24 Hrs - 2
SE LAND	Months Since - 12	Make/Model - 580	Last 30 Days - 3
	Aircraft Type - A23-19	Instrument - 19	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS FOR MINERAL EXPLORATION. THE PILOT REPORTED THAT THE SUN WAS LOW ON THE HORIZON WHICH RESULTED IN LONG SHADOWS BEING CAST BY THE TERRAIN. IN THE VICINITY OF HOODOO PEAK, THE PILOT DETERMINED THAT HE HAD ALLOWED THE AIRCRAFT TO ENTER A BOX CANYON. THERE WAS INSUFFICIENT HORIZONTAL SPACE TO TURN AROUND. THE PILOT WAS UNABLE TO CONTINUE CLIMBING OVER RISING TERRAIN, AND SUBSEQUENTLY, HE LANDED ON RISING, WOODED TERRAIN. THE AIRCRAFT DECELERATED UPON INITIAL IMPACT WITH THE TREES, THEN SETTLED TO THE GROUND ON ITS LEFT SIDE. THE ELEVATION OF THE CRASH SITE WAS ABOUT 5500 FT.

Brief of Accident (Continued)

File No. - 1577

7/10/82

CARLTON,WA

A/C Reg. No. N6907Q

Time (Lcl) - 1930 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DUSK
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER DECISION,VISUAL/AURAL DETECTION - PILOT IN COMMAND
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. TERRAIN CONDITION - RISING
8. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
10. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1416 7/15/82 HARRAH, WA A/C Reg. No. N6145C Time (Lcl) - 0715 PDT

-----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	1	0
Flight Conducted Under	-14 CFR 137	NCNE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BELL 47G-2	Eng Make/Model	- LYCOMING TVO-435-25A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 260 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
Wind Dir/Speed	- 005 KTS	- UNK/NR
Visibility	- 50.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 7000 FT SCATTERED	- UNK/NR
Cloud Conditions(2nd)	- 9000 FT BROKEN	Runway Surface
Obstructions to Vision	- NONE	- DIRT
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- DRY

-----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	- 1728
SE LAND, ME LAND	Months Since - 6	Make/Model	- 673
HELICOPTER	Aircraft Type - B206III	Instrument	- 201
		Multi-Eng	- 15
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 77
		Rotorcraft	- 1388

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT BEFORE TAKING OFF, THE FUEL QUANTITY GUAGES INDICATED THERE WAS SUFFICIENT FUEL TO COMPLETE ONE MORE LOAD AND STILL HAVE AN ADEQUATE RESERVE. AFTER DISPENSING THE LOAD, THE ENGINE LOST POWER WHILE HE WAS RETURNING TO THE NURSE TRUCK. AT THAT TIME, THE HELICOPTER WAS AT ABOUT 100 FT AGL AND WAS ABOUT TO CROSS A POWER LINE. THE PILOT TURNED TO AVOID THE POWER LINE AND LEVELED THE HELICOPTER, BUT IT LANDED HARD. THE HELICOPTER WAS SUBSTANTIALLY DAMAGED AND THE PILOT RECEIVED A COMPRESSION FRACTURE OF A VERTEBRA. AN EXAMINATION REVEALED THAT BOTH FUEL TANKS WERE EMPTY AND NO SIGN OF A FUEL LEAK WAS FOUND.

Brief of Accident (Continued)

File No. - 1416

7/15/82

HARRAH,WA

A/C Reg. No. N6145C

Time (Lc1) - 0715 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - ERRATIC
 3. ELECTRICAL SYSTEM,BATTERY - EXHAUSTION
 4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 7. MANEUVER - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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. - 1575 7/17/82 WENATCHEE,WA A/C Reg. No. N72655 Time (Lcl) - 1330 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -BUSINESS	Fire	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Crew	0	0
Accident Occurred During -CLIMB		Pass	2	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SEATTLE,WA	PANGBORN FIELD
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 12000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - 23000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 902
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 530
		Instrument- 101
		Multi-Eng - 16
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE PILOT, A GEOLOGIST, WAS ON A FLIGHT TO CHECK ROCK FORMATIONS. PRIOR TO THE ACCIDENT, THE PLANE WAS OBSERVED FLYING UP A CANYON AT LOW ALTITUDE AND AIRSPEED. ABOUT 3/4 MILE FROM THE ACCIDENT SITE, TWO WITNESSES ON A ROCKY CLIFF AT ABOUT 3500 FT MSL SAW THE PLANE PASS BELOW THEIR ELEVATION, JUST ABOVE THE TREE TOPS. THE AIRCRAFT CRASHED ON A 35 DEG RISING SLOPE BETWEEN 2 PARKING LOTS AT A SKI LODGE. THE ELEVATION OF THE ACCIDENT SITE WAS ABOUT 4500 FT MSL. AN INSPECTION OF THE ENGINE AND AIRFRAME REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1575

7/17/82

WENATCHEE, WA

A/C Reg. No. N72655

Time (Lc1) - 1330 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. WEATHER CONDITION - HIGH DENSITY ALTITUDE
8. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
9. TERRAIN CONDITION - RISING
10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1592

8/12/82

OLYMPIA,WA

A/C Reg. No. N8436B

Time (Lcl) - 2200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-28-161

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/008 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 2200 FT BROKEN

Cloud Conditions(2nd) - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

OLYMPIA

Runway Ident - 17

Runway Lth/Wid - 5399/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 46

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 - 486 Last 24 Hrs - 1

Make/Model- 50 Last 30 Days- 24

Instrument- 86 Last 90 Days- 64

Multi-Eng - 2

Instrument Rating(s) - UNK/NR

-----Narrative-----

THIS WAS THE STUDENT PILOT'S FIRST NIGHT FLIGHT. THE INSTRUCTOR PILOT REPORTED THAT ON THE SECOND LANDING, THE AIRCRAFT STRUCK AN ELEVATED SET OF APPROACH LIGHTS, SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1592

8/12/82

OLYMPIA,WA

A/C Reg. No. N8436B

Time (Lc1) - 2200 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. DISTANCE - MISJUDGED - DUAL STUDENT
 3. ALTITUDE - MISJUDGED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
-

-----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. - 1537 8/12/82 SHELTON,WA A/C Reg. No. N9732K Time (Lcl) - 2330 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-K1G5D
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 240/010 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 600 FT INDEFINITE
Cloud Conditions(2nd) - 2200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SEATTLE,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SANDERSON FIELD
Runway Ident - 23
Runway Lth/Wid - 5050/ 100
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 792	Last 24 Hrs	- UNK/NR
Make/Model-	236	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	48

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES 3 MILES WEST OF THE ARPT HEARD THE SOUNDS OF THE DEPARTING ACFT. AS THE ACFT PROCEEDED NORTHBOUND, SOUNDS OF ENG POWER CYCLING WERE HEARD, FOLLOWED BY INCREASING NOISE LEVELS AS IF THE ACFT WAS RETURNING TO THE FIELD. AT THE SUDDEN SOUND OF HIGH ENGINE POWER, ONE WITNESS OBSERVED THE ACFT IN A VERTICAL DESCENT TO THE GROUND. TOXICOLOGICAL TESTS SHOWED A BLOOD ALCOHOL CONTENT OF 0.111 %.

Brief of Accident (Continued)

File No. - 1537

8/12/82

SHELTON,WA

A/C Reg. No. N9732K

Time (Lc1) - 2330 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 6. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1469

8/20/82

YAKIMA,WA

A/C Reg. No. N4170C

Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - MAULE BEE DEE M-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - 7000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

YAKIMA AIR TERMINAL
Runway Ident - 27
Runway Lth/Wid - 7603/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - GLOBE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 745	Last 24 Hrs -	0
Make/Model-	308	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT JUST AS HE BECAME AIRBORNE, AN UNCONTROLLABLE LEFT ROLL DEVELOPED. THE LEFT WING CONTACTED THE GROUND AND THE AIRCRAFT CARTWHEELED. AN INVESTIGATION REVEALED THAT THE AILERON BALANCE AND CONTROL CABLES WERE REVERSED TO THE AILERON HORNS DURING RECENT REBUILDING OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1469

8/20/82

YAKIMA,WA

A/C Reg. No. N4170C

Time (Lc1) - 1930 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - INCORRECT
 2. MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1597 6/19/82 DODGEVILLE, WI A/C Reg. No. N95464 Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL - SOLO	Fire	0	0	1	0
Flight Conducted Under	- 14 CFR 91	NONE	0	0	0	0
Accident Occurred During	- LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	BOSCOBEL, WI	
Completeness	Destination	Airport Data
Basic Weather	DODGEVILLE, WI	DODGEVILLE MUNICIPAL
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 12
Cloud Conditions(1st)	Type of Flight Plan	- UNK/NR
Cloud Conditions(2nd)	Type of Clearance	- ASPHALT
Obstructions to Vision	Type Approach Flown	- DRY
Precipitation		
Condition of Light		

-----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	- 50	Last 24 Hrs - 5
	Months Since	- 11	Last 30 Days - UNK/NR
	Aircraft Type	- 1	Last 90 Days - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A CROSS-COUNTRY FLIGHT AND HAD MADE FOUR LANDINGS THAT DAY. AFTER VISUALLY SIGHTING DODGEVILLE, THE PILOT CANCELLED HER VFR FLIGHT PLAN WITH THE FLIGHT SERVICE STATION. SHE REPORTED THAT NOBODY ANSWERED HER NUMEROUS CALLS ON UNICOM AND SHE COULD NOT SEE A WINDSOCK ON THE FIELD. THE PILOT MADE THREE APPROACHES TO RUNWAY 12. ON THE THIRD APPROACH, SHE REALIZED SHE HAD TOUCHED DOWN LONG AND FAST AND ATTEMPTED TO GO AROUND. THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY, WENT DOWN A SLOPE, AND THE NOSE GEAR FAILED. A WITNESS REPORTED THAT THE AIRCRAFT HAD LANDED WITH A QUARTERING TAIL WIND.

Brief of Accident (Continued)

File No. - 1597

6/19/82

DODGEVILLE, WI

A/C Reg. No. N95464

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1598 6/19/82 PARDEEVILLE,WI A/C Reg. No. N1437X Time (Lcl) - 2200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					0

-----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 AIRSTRIP	
Method	- N/A	PORTAGE,WI		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	PARDEEVILLE,WI	RHODES A/P	
Wind Dir/Speed	- 280/008 KTS		Runway Ident	- 36
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- 1900 -UNK/NR
Cloud Conditions(1st)	- 6000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Approach Flown		
Precipitation	- NONE			
Condition of Light	- NIGHT (BRIGHT)			

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 529
SE LAND	Months Since - 20	Make/Model	- 265
	Aircraft Type - UNK/NR	Instrument	- 5
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS MAKING AN APPROACH TO THE SOD RUNWAY (36). HE STATED THAT WHEN HE WAS ABOUT TREETOP HIGH, A GUST OF WIND PICKED UP THE LEFT WING OF THE AIRCRAFT AND IT DRIFTED TO THE RIGHT OF THE RUNWAY. SUBSEQUENTLY, THE RIGHT WING STRUCK A PLAY HOUSE AND THEN THE LEFT WING HIT A METAL STORAGE BUILDING. THE PILOT REPORTED THAT THE WIND WAS FROM 280 DEGREES AT 8 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1598

6/19/82

PARDEEVILLE,WI

A/C Reg. No. N1437X

Time (Lc1) - 2200 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1599 7/04/82 BLACK RIVER FALLS, WI A/C Reg. No. N56339 Time (Lcl) - 1053 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During		-MANEUVERING				

-----Aircraft Information-----

Make/Model	- PIPER PA-28-200R	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	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- UNK/NR</p> <p>Visibility - 40.0 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;">WHEELING, IL</p> <p>Destination</p> <p style="padding-left: 20px;">HAYWARD, WI</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-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1700
SE LAND	Months Since - UNK/NR	Make/Model- 1300
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING FLIGHT, HE ENCOUNTERED AN ENGINE PROBLEM AND STARTED TO LAND ON A ROAD, BUT THEN THE ENGINE BEGAN TO RUN BETTER, SO HE CONTINUED TO HIS DESTINATION. AFTER LANDING, HE DISCOVERED THAT A PORTION OF THE VERTICAL STABILIZER (ABOUT 18 INCHES) AND A CORRESPONDING PART OF THE RUDDER WERE MISSING. DURING AN INTERVIEW, THE PILOT DENIED BEING AWARE THAT THE AIRCRAFT HAD STRUCK ANY OBSTRUCTIONS. AN INVESTIGATION REVEALED THAT AN AIRCRAFT HAD BEEN FLYING AT TREETOP LEVEL ABOVE INTERSTATE HIGHWAY 94 FOR AN OBSERVED DISTANCE OF 15 TO 17 MILES. ALSO, THE MISSING PIECES OF THE VERTICAL STABILIZER WERE FOUND ADJACENT TO THE HIGHWAY. ADDITIONALLY, DAMAGE WAS FOUND ON TWO OF THREE POWER LINES THAT WERE NEARBY AND ABOUT 90 FT AGL.

Brief of Accident (Continued)

File No. - 1599

7/04/82

BLACK RIVER FALLS, WI

A/C Reg. No. N56339

Time (Lcl) - 1053 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1562 7/28/82 LADYSMITH,WI A/C Reg. No. N3092P Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-23	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 3500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 5	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/003 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;">CHETEK,WI</p> <p>Destination</p> <p style="padding-left: 20px;">LADYSMITH,WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">RUSK CO. AIRPORT</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - HOLES</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 24580
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 4630
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 4630
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 25

Instrument Rating(s) - NONE

-----Narrative-----

A FERRY PERMIT WAS ISSUED TO FLY THE AIRCRAFT TO THE RUSK COUNTY AIRPORT FOR AN ANNUAL INSPECTION. THE PREVIOUS ANNUAL INSPECTION HAD BEEN ON 8/20/80. DURING THE ARRIVAL AT THE DESTINATION, THE APPROACH WAS HIGH, SO THE PILOT ELECTED TO GO AROUND. AT ABOUT 100 FT AGL, THE LEFT ENGINE LOST POWER. WITH THE LEFT ENGINE INOPERATIVE, THE GEAR CANNOT BE RETRACTED WITH THE NORMAL SYSTEM. A DESCENT AND LANDING WAS MADE IN A ROUGH FIELD. AFTER ROLLING ABOUT 300 FT, THE LEFT GEAR FAILED. AFTER THE ACCIDENT, THE LEFT FUEL TANK WAS EMPTY AND THE FUEL BLADDER WAS RUMPLED. THE BLADDER WAS NOT CONNECTED TO THE INSIDE OF THE WING BY THE ATTACHMENT CLIPS. THE FUEL VENTS WERE CHECKED AND FOUND TO BE CLEAR. THE PILOT STATED THAT BEFORE TAKEOFF, THE FUEL TANKS WERE CHECKED AND APPEARED TO BE HALF FULL, WHICH CORRESPONDED TO THE GAUGES. THE PASSENGER STATED THAT ON DOWNWIND, THE LEFT TANK INDICATIN WAS OVER 1/4 FULL. PRIOR TO THIS FLIGHT , THE PLANE HAD NOT BEEN FLOWN FOR OVER A YEAR.

Brief of Accident (Continued)

File No. - 1562

7/28/82

LADYSMITH,WI

A/C Reg. No. N3092P

Time (Lcl) - 1615 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FUEL SYSTEM,TANK - FAILURE,PARTIAL
 2. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - FALSE INDICATION
 3. GO-AROUND - INITIATED - PILOT IN COMMAND
 4. FLUID,FUEL - STARVATION
 5. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1457 6/29/82 MARTINSBURG,WV A/C Reg. No. N61791 Time (Lc1) - 2230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARTINSBURG,WV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EASTERN WEST VIRGINIA RE.
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1118
SE LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - C-152	Make/Model- 179
		Instrument- 67
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LEVEL-OFF TO CRUISE, THE ENGINE BEGAN TO LOSE POWER. THE PILOT ATTEMPTED TO RESTORE THE POWER, BUT THE ENGINE RPM CONTINUED TO DECREASE. A TURN WAS MADE BACK TOWARD THE AIRPORT. WHILE SCANNING THE INSTRUMENTS, ZERO OIL PRESSURE AND A HIGH OIL TEMPERATURE WERE NOTED. SHORTLY THEREAFTER, THE ENGINE QUIT OPERATING AND THE PILOT WAS UNABLE TO GET IT RESTARTED. HE LANDED IN AN OPEN FIELD, AND DURING THE ROLL-OUT, THE AIRCRAFT HIT A DITCH AND NOSED OVER. AN INVESTIGATION REVEALED THAT THE ENGINE OIL PUMP (LW-12897) HAD FAILED. A TEARDOWN OF THE PUMP REVEALED THAT A TOOTH HAD FAILED AND HAD BECOME WEDGED IN THE GEAR HOUSING. ALSO, THE INNER WALLS OF THE GEAR HOUSING WERE SCORED. AD 81-18-04 APPLIED TO THIS ENGINE AND PUMP, BUT WOULD NOT HAVE BECOME APPLICABLE UNTIL 2000 HOURS AFTER OVERHAUL OR UNTIL THE ACCESSORY SECTION WAS REMOVED. WHEN APPLICABLE, IT WOULD HAVE REQUIRED THE REPLACEMENT OF THE IRON SINTERED IMPELLER WITH A HARDENED STEEL IMPELLER. THE ENGINE HAD 1410 HRS, SINCE OVERHAUL.

Brief of Accident (Continued)

File No. - 1457

6/29/82

MARTINSBURG, WV

A/C Reg. No. N61791

Time (Lc1) - 2230 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FAILURE.TOTAL
 2. FLUID,OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1427 7/17/82 TAPLIN,WV A/C Reg. No. N9245X Time (Lcl) - 1600 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 -TAKEOFF					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 182E	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 - 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	MCDONALD FIELD
Wind Dir/Speed- 135/003 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 416
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE SOD RUNWAY HAD JUST BEEN MOWED. DURING THE TAKEOFF ROLL, THE LEFT WHEEL PANT BECAME FILLED WITH CUT GRASS AND LOCKED THE WHEEL. SUBSEQUENTLY, THE AIRCRAFT VEERED TO THE LEFT. THE PILOT REPORTED THAT THE LEFT WING CONTACTED LOW TREES AT THE EDGE OF THE RUNWAY WHICH CAUSED THE PLANE TO TURN FURTHER LEFT. THE NOSEWHEEL THEN DROPPED INTO A RUT/STREAM AND THE PLANE TIPPED OVER ONTO THE RIGHT WING.

Brief of Accident (Continued)

File No. - 1427

7/17/82

TAPLIN,WV

A/C Reg. No. N9245X

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. LANDING GEAR,WHEEL - FOREIGN OBJECT
4. LANDING GEAR,WHEEL - LOCKED
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. OBJECT - TREE(S)

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

8. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE DOWN
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1414

6/11/82

DOUGLAS, WY

A/C Reg. No. N73221

Time (Lcl) - 0930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	1	0

Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 47G-3B
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING TVO 435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 280 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- VARIABLE/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

FIELD STRIP
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
SE LAND
HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7190

Make/Model- 4700

Instrument- UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 24

Rotorcraft - 6994

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE MADE A NORMAL APPROACH TO THE LANDING SITE NEAR HIS LOADING DOCK. WHEN HE TOUCHED DOWN, THE HELICOPTER AS ON A SLOPE, SO HE PICKED THE CRAFT BACK UP TO A HOVER. REPORTEDLY, HE WAS MOVING THE HELICOPTER ABOUT 4 FT FORWARD TO A MORE LEVEL POSITION WHEN A GUST OF WIND FROM THE RIGHT DRIFTED THE CRAFT TO THE LEFT. SUBSEQUENTLY, THE MAIN ROTOR BLADES STRUCK THE TOP OF THE LOADING DOCK. THE PILOT REPORTED THAT THE WIND WAS VARIABLE BETWEEN 270 AND 360 DEGREES AT 5, GUSTING 10 KTS.

Brief of Accident (Continued)

File No. - 1414

6/11/82

DOUGLAS,WY

A/C Reg. No. N73221

Time (Lc1) - 0930 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1499 7/02/82 WAMSUTTER,WY A/C Reg. No. N99481 Time (Lcl) - 0958 MDT

-----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 Crew
NONE Pass

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - NO
Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
Rated Power - 85 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/020 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROCK SPRINGS,WY
Destination
FT. COLLINS-LOVELAND,CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 2400/ 35
Runway Surface - DIRT
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 - 48
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 415C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 183 Last 24 Hrs - 9
Make/Model- 103 Last 30 Days- 9
Instrument- 2 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BECAME SICK DURING THE FLIGHT AND ELECTED TO LAND ON A HIGHWAY. HE TOOK SPACING BEHIND A TRUCK, BUT THE TRUCK SLOWED DOWN, SO HE CONTINUED THE LANDING BESIDE THE HIGHWAY. AFTER LOWERING THE NOSEWHEEL, IT HIT A DITCH AND COLLAPSED, AND THE AIRCRAFT NOSED OVER. THE PILOT RECEIVED MEDICAL CHECKS AFTER THE ACCIDENT. THE ATTENDING PHYSICIANS TOLD THE PILOT THAT ALL OF THE TESTS WERE EITHER NEGATIVE OR INCONCLUSIVE. THE PILOT SUSPECTED THAT HE MAY HAVE SUFFERED FROM HYPERVENTILATION.

Brief of Accident (Continued)

File No. - 1499

7/02/82

WAMSUTTER,WY

A/C Reg. No. N99481

Time (Lcl) - 0958 MDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. OBJECT - VEHICLE
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4,6

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