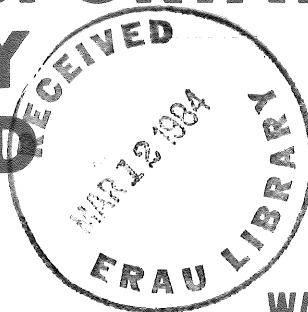


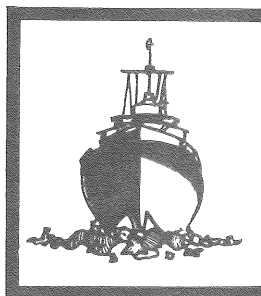
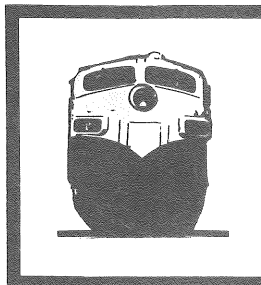
PB84-916901



# **NATIONAL TRANSPORTATION SAFETY BOARD**

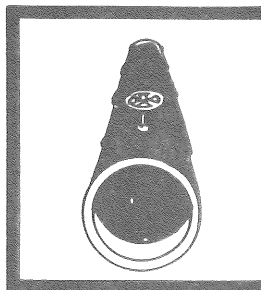


WASHINGTON, D.C. 20594



## **AIRCRAFT ACCIDENT REPORTS**

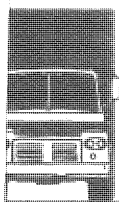
**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 9 OF 1982 ACCIDENTS**



NTSB/AAB-84/01

**UNITED STATES GOVERNMENT**

**Doc  
NTSB  
AAB  
84  
01  
Issue 9**





# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-84/01	2. Government Accession No. PB84-916901	3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Issue Number 9 - 1982 Accidents		5. Report Date September 22, 1983	
		6. Performing Organization Code	
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No.	
		11. Contract or Grant No.	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1982 in Brief Format	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
<p>16. Abstract</p> <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p style="text-align: center;">File Numbers: 1601 thru 1800</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 438	22. Price

## FOREWARD

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

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

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

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

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accident.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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

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



Requests for reproduction should be forwarded to the:

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

## TABLE OF CONTENTS

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

## AIRCRAFT ACCIDENTS

### Statistical Tables

Type of Operation Summary.....	VIII
Type of Aircraft Summary.....	IX
File Order Listing.....	X
Briefs of Accidents.....	1-411

## 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:

#### Personal

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

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

### 2. AIR CARRIER

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

## DEFINITIONS

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

### Aircraft Accident

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

### Gear Collapsed

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

### PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

### BASIC WEATHER CONDITIONS

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

National Transportation Safety Board  
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents  
File Numbers 1601 Through 1800  
Issue Number 9

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	199	26	59
Part 135 (Air Taxi)	3	1	5
Part 135 (Commuter)	2	0	0
Part 121 (Air Carrier)	1	0	0
	<hr/>	<hr/>	<hr/>
Totals	205	27	64

National Transportation Safety Board  
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents  
File Numbers 1601 Through 1800  
Issue Number 9

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)	143	20	47
Fixed-Wing (Multi-Engine)	22	4	13
Rotorcraft	25	2	3
Glider	5	1	1
Balloon	0	0	0
Blimp/Dirigible	0	0	0
Totals	205	27	64

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1601	N6139M	081782	GRANTS PASS, OR	CESSNA	152-II	NONE	306
1602	N8809J	082082	HOLDREGE, NE	EAGLE	DW-1	NONE	236
1603	N9066V	082182	ARTHUR, ND	MOONEY	M-20F	MINOR	234
1604	N30575	061782	CHARLEVOIX, MI	PIPER	PA-32	FATAL	186
1605	N5510D	040482	CHANTILLY, VA	CESSNA	172	NONE	380
1606	N499W	031882	SUNFLOWER, AZ	CESSNA	401	FATAL	38
1607	N7721X	031182	BLOOMFIELD, CT	CESSNA	T337C	FATAL	74
1608	N52192	071282	EBENSBURG, PA	CESSNA	180J	NONE	308
1609	N6253C	072582	STATE COLLEGE, PA	NORTH AMERIC	T-6G	NONE	310
1610	N64BC	072582	MOULTONBORO, NH	PIPER	PA-18S	NONE	242
1611	N2161N	111982	MCCUTCHANVILLE, IN	PIPER	PA-44-180	FATAL	148
1612	N14RR	051582	EAGLE PASS, TX	BEECH	95-C55	FATAL	338
1613	N4547K	072982	MADISON, CT	GRUMMAN	AA-5B	NONE	78
1614	N7291S	072382	ANSONIA, CT	CESSNA	150H	NONE	76
1615	N6509K	080682	GRAFTON, ND	GRUMMAN	G164B	NONE	230
1615	N8909V	080682	GRAFTON, ND	CESSNA	172	NONE	232
1616	N6914D	083082	HIGGINSVILLE, MO	PIPER	PA-22-150	MINOR	214
1617	N1338J	082782	AUBURN, WA	ROCKWELL	112A	NONE	394
1617	N8316A	082782	AUBURN, WA	PIPER	PA28-161	NONE	396
1618	N9368U	080882	FORKS, WA	CESSNA	150	MINOR	388
1619	N6306L	083182	GEORGETOWN, TX	AMERICAN AVI	AA-1A	NONE	368
1620	N9646J	082882	BLACK, TX	CESSNA	T188C	NONE	364
1621	N3657J	082782	ALVIN, TX	AIR TRACTOR	AT-400	NONE	360
1622	N4342S	082682	WINNESBORO, LA	AIR TRACTOR	AT-301	NONE	172
1623	N208EH	082182	PORT MANSFIELD, TX	BELL	206B	NONE	358



## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1624	N756XW	071782	HOOD RIVER, OR	CESSNA	TU206G	NONE	302
1625	N79SW	080282	DOTHAN, AL	HILLER	UH12D	NONE	22
1626	N3988V	080182	ERWINNA, PA	CESSNA	170	NONE	314
1627	N2852E	080182	DUBOIS, PA	PIPER	PA-28-181	NONE	316
1628	N2705M	080282	LONG BRANCH, NJ	PIPER	PA-12	NONE	246
1629	N6676B	080382	SCHROON LAKE, NY	CESSNA	310C	NONE	272
1630	N4011E	080682	LONG LAKE, NY	AERONCA	11BC	MINOR	276
1631	N2361K	080682	POESTENKILL, NY	PIPER	PA-38-112	NONE	274
1632	N8476B	080782	WISCASSET, ME	GRUMMAN	AA-5A	NONE	182
1633	N3627Z	080882	BARNSTEAD, NH	PIPER	PA-22-160	NONE	244
1634	N507FW	081082	SIDNEY, NY	DEHAVILLAND	DH-114	NONE	278
1635	N6HA	070382	FALLBROOK, CA	PITTS	S1-S	FATAL	56
1636	N8782F	072982	WESTFIELD, MA	HUGHES	269A	NONE	176
1637	N6924G	073182	WILLIAMSON, NY	CESSNA	150L	MINOR	270
1638	N8493M	072582	HUNTER, NY	CESSNA	182P	NONE	266
1639	N9722U	081182	PROVIDENCE, KY	GRUMMAN AMER	AA-5A	NONE	160
1640	N7904C	080982	SPRINGFIELD, MO	PIPER	PA-28-235	NONE	206
1641	N7774S	073182	EIGHTY FOUR, PA	SCHWEIZER	SGS-2-33A	NONE	312
1642	N61142	081282	CONWAY SPRINGS, KS	CESSNA	150J	NONE	154
1643	N267Q	080982	SEATTLE, WA	ENSTROM	F280	NONE	390
1644	N4461Y	072682	LEONARD, ND	PIPER	PA-25-235	NONE	228
1645	N4314C	072682	LAKE CLARK, AK	AERONCA CHAM	7EC	NONE	8
1646	N3124J	072782	HUNTSVILLE, AL	CESSNA	150G	MINOR	18
1647	N9391C	072482	COUNCIL BLUFFS, IA	PIPER	PA-28	MINOR	114
1648	N553PA	072782	TAMPA, FL	PIPER	PA-28-140	MINOR	86

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1649	N9336F	050182	NORTH LAS VEGAS, NV	HUGHES	269B	MINOR	260
1650	N6660X	052882	DAVIS DAM, AZ	CESSNA	210A	SERIOUS	42
1651	N895K	080582	BILLINGS, MT	BEECH	90	NONE	216
1652	N9532	072482	BURLEY, ID	GRUMMAN	G-164A	NONE	128
1653	N927OU	072482	DAVENPORT, IA	CESSNA	150	NONE	116
1654	N735RF	072582	MOBILE, AL	CESSNA	182	MINOR	16
1655	N3476B	072982	CALAMUS, IA	BEECH	E-35	NONE	118
1656	N2334C	072882	PLYMOUTH, FL	CESSNA	R182	NONE	88
1657	N733JU	072882	LAURINBURG, NC	CESSNA	172	MINOR	220
1658	N88389	072882	BRYCE CANYON, UT	BELL	UH1B	NONE	378
1659	N31912	062282	DURANGO, CO	PIPER	PA-32RT-30	NONE	68
1660	N9007N	042082	BIG PINEY, WY	AEROSPATIALE	SA315B	SERIOUS	408
1661	N7115L	071582	BERMUDA DUNES, CA	GRUMMAN	AA-5	SERIOUS	60
1662	N75802	071482	MEDICINE LODGE, KS	CESSNA	172	SERIOUS	150
1663	N9891W	071282	WASILLA, AK	PIPER	PA-28-140	MINOR	6
1664	N6172M	070282	FAIRBANKS, AK	MAULE	M-5	FATAL	4
1665	N3780X	070482	DEKALB, TX	AERO COMMAND	100	NONE	342
1666	N125AC	070182	NEW ORLEANS, LA	PIPER	PA-39	NONE	166
1667	N28945	060182	STEVENSON, AL	PIPER	PA-34-200T	NONE	14
1668	N221RM	062682	35 SE MOAB, UT	AEROSPATIALE	SA 315 B	MINOR	374
1669	N737RK	052982	BERGHEIM, TX	CESSNA	R182	FATAL	340
1670	N41039	071282	RANIER, MI	PIPER	PA-18	NONE	188
1671	N5PL	071682	BELLEVILLE, MI	LUSCOMBE	8F	NONE	190
1672	N38117	072082	10 SW OF MILAN, MO	TEXAS HELICO	OH-13E	NONE	204
1673	N8220A	070682	PLYMOUTH, IN	CESSNA	170B	NONE	142

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1674	N7047Y	071582	SALEM, IL	PIPER	PA-30-160	NONE	134
1675	N93444	071582	ZANESVILLE, OH	CESSNA	152II	NONE	282
1676	N8272K	072082	EAST GRAND FORKS, MN	GRUMMAN	G-164B	NONE	200
1677	N63183	070382	SANTISGO, MN	CESSNA	150M	NONE	198
1678	N6787Q	061182	EGAN, LA	GRUMMAN	G-164A	SERIOUS	164
1679	N9209F	080482	NASHVILLE, TN	HUGHES	369HS	NONE	328
1680	N32717	041882	AUSTIN, TX	BOEING	727-200	NONE	330
1681	N49086	062182	ORLAND, CA	RYAN	PT-22	FATAL	54
1682	N2752Y	120782	LARKSPUR, CO	BELL	206B	FATAL	72
1683	N9819V	051982	BLUE EARTH, MN	CESSNA	A188	FATAL	196
1684	N27GP	071382	SCHELLVILLE, CA	MITSUBISHI	MU-2B	MINOR	58
1685	N301M	071482	CARSON CITY, NV	CESSNA	195	FATAL	262
1686	N761EL	072282	MERCER ISLAND, WA	CESSNA	A152	FATAL	384
1686	N2428E	072282	MERCER ISLAND, WA	CESSNA	172	FATAL	386
1687	N226OK	072082	GREENSBORO, NC	EVANS	VP-1	FATAL	218
1688	N2282U	062182	RUSKIN, FL	BRANTLY	B-2B	NONE	82
1689	N5186D	041782	NEAR WESTBAY, FL	CESSNA	172N	FATAL	80
1690	N9FQ	091782	HUNTINGTON BEACH, CA	BEECH	200	FATAL	64
1690	N732BP	091782	HUNTINGTON BEACH, CA	CESSNA	210L	FATAL	62
1691	N9089D	052982	KENAI, AK	PIPER	PA-18	FATAL	2
1692	N1838F	042582	LEAGUE CITY, TX	BEECH	A36TC	SERIOUS	334
1693	N50468	032382	CARROLLTON, GA	BELLANCA	8KCAB	SERIOUS	106
1694	N6187Q	052582	HOLLAND, MI	CESSNA	310R	NONE	184
1695	N8094F	092182	MALIBU, CA	PIPER	PA-28RT-20	NONE	66
1696	N1302F	071182	MILLINOCKET, ME	CESSNA	172N	NONE	180

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1697	N38220	081982	TOLEDO, WA	AUSTER	A.O.P.6	NONE	392
1698	N4026S	082082	CHANDLER, AZ	HILLER	UH-12E	NONE	48
1699	N2386K	080182	KEYSER, WV	PIPER	PA-38-112	NONE	406
1700	N11GT	080182	ALABASTER, AL	AERO COMMAND	680FL	NONE	20
1701	N9109V	080182	ORLANDO, FL	MOONEY	M20F	NONE	90
1702	N61856	080182	MT AIRY, NC	CESSNA	172	NONE	222
1703	N16959	042982	NEW YORK CITY, NY	BELL	206L	NONE	264
1704	N2810K	040782	MEADVIEW, AZ	CESSNA	180K	NONE	40
1705	N9956T	052982	PELL CITY, AL	PIPER	PA-38	NONE	12
1706	N9143F	032082	LEXINGTON, KY	HUGHES	H-369HS	NONE	158
1707	N1104Q	032982	ROCHESTER, MA	PIPER	PA-32R	SERIOUS	174
1708	N4458Q	050482	GLENWOOD, AR	CESSNA	188B	SERIOUS	30
1709	N6476G	080382	LANDER, WY	CESSNA	172N	NONE	410
1710	N9872M	080382	EAGLE RIVER, AK	MAULE	M-4-210C	NONE	10
1711	N3072Z	081682	15MI. NE OF CHROMO, CO	PIPER	PA-28RT-20	NONE	70
1712	N9374F	082882	ANGIER, NC	HUGHES	269B	NONE	224
1713	N2601S	081282	DEVALLS BLUFF, AR	PIPER	PA-18-150	NONE	36
1714	N8827F	081382	FORGAN, OK	HUGHES	269A	NONE	298
1715	N6349M	080582	PHOENIX, AZ	CESSNA	152	NONE	46
1716	N8453N	090282	GOODLAND, KS	BEECH	95-B55	NONE	156
1717	N3762A	082382	WEISER, ID	PIPER	PA-22-135	NONE	130
1718	N9398G	082282	BATESVILLE, GA	CESSNA	182P	NONE	108
1719	N4026Q	041582	RUIDOSO MUNI, NM	PIPER	PA-32R-300	FATAL	250
1720	N83037	082282	GRAND CANYON, AZ	BELL	206B	NONE	50
1721	N70108	042582	GRAND PRAIRIE, TX	PIPER	J3C-65	NONE	332

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1722	N9098T	050582	COTTONPORT, LA	CONTINENTAL	TOMCAT MK6	FATAL	162
1723	N5404K	081582	ALBUQUERQUE, NM	CESSNA	172P	NONE	256
1724	N70467	081882	GRAND CHENIER, LA	CESSNA	A185F	NONE	168
1725	N33FN	092682	LOS LUNAS, NM	SAVILLE HUMM	FALCON AA-	NONE	258
1726	N30796	051882	SALT LAKE CITY, UT	CESSNA	T210L	NONE	372
1727	N48032	050882	LOS LUNAS, NM	BLANIK	L-13	FATAL	252
1728	N8311Z	061282	YORBA LINDA, CA	PIPER	PA-28-161	FATAL	52
1729	N26668	062982	PHOENIX, AZ	GRUMMAN AMER	AA5A	FATAL	44
1730	N2419S	062182	GREENVILLE, IL	CESSNA	337B	NONE	132
1731	N9916G	081782	FLORALA, AL	CESSNA	A188A	NONE	26
1732	N9083C	081582	ENDICOTT, NY	CESSNA	R182	NONE	280
1733	N2805R	123082	LUMBER CITY, GA	PIPER	PA-28R-200	SERIOUS	112
1734	N9284G	070882	STEVENS POINT, WI	CESSNA	188B	SERIOUS	398
1735	N9169U	072982	WATERTOWN, NY	CESSNA	150M	NONE	268
1736	N8617J	051682	MARMATH, ND	ENSTROM	F-28C	NONE	226
1737	N8523S	051482	MCALLEN, TX	AIR TRACTOR	301	SERIOUS	336
1738	N50733	072082	OGDEN, UT	OSPREY	II	SERIOUS	376
1739	N237AM	082082	KANSAS CITY, MO	SWEARINGEN	SA226TC	NONE	208
1740	N8398T	083182	WOODBIDGE, VA	PIPER	PA-28-181	MINOR	382
1741	N922	082282	OZARK, MO	LAWSON SPECI	DG-1	SERIOUS	212
1742	N9871Q	091882	BRIMFIELD, IL	CESSNA	172M	MINOR	140
1743	N1831F	080182	GREER, SC	BEECH	C23	SERIOUS	324
1744	N7651T	081182	SANDIA, TX	CESSNA	172A	NONE	350
1745	N6279M	080982	IREDELL, TX	CESSNA	152	NONE	348
1746	N3419E	082182	THEDFORD, NE	CESSNA	172	MINOR	238

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1747	N8787L	082082	FISK, MO	PIPER	PA-25-235	NONE	210
1748	N35PK	080682	ANDROS IS, BAHAMAS, AO	BEECH	65	NONE	28
1749	N366DJ	082082	MIAMI, FL	BELL	47G-2	NONE	100
1750	N71153	052482	PARKIN, AR	LUSCOMBE	8A	FATAL	32
1751	N2962Q	081382	WILKES BARRE, PA	PIPER	PA-28-161	NONE	320
1752	N2830G	081282	LAWRENCE, MA	CHAMPION	7ECA	NONE	178
1753	N2502Z	080782	HANOVER, NJ	BELLANCA	8KCAB	NONE	248
1754	N15225	082982	CLEMSON, SC	BEECH	V35B	NONE	326
1755	N1586V	082882	PERRY, GA	CESSNA	172M	MINOR	110
1756	N802RB	080582	WHITEHALL, WI	BOEING STEAR	A75-300N1	NONE	404
1757	N59Y	080582	MILWAUKEE, WI	BREEZY	RLU1	NONE	402
1758	N8641Q	083182	KATY, TX	CESSNA	U206F	NONE	370
1759	N8390	082582	COLUMBIA, LA	GRUMMAN	G-164A	NONE	170
1760	20KG	080682	UNIONVILLE, PA	SCHLEICHER	ASW-20	SERIOUS	318
1761	N9294U	081582	BALMORHEA, TX	CESSNA	150M	NONE	356
1762	N68266	081082	MOORE HAVEN, FL	CESSNA	172	NONE	96
1763	N505HP	070582	WEST OF CROSS CITY, FL	PIPER	PA-28R-201	FATAL	84
1764	N8381G	071782	BLOOMINGTON, IN	CESSNA	150	NONE	144
1765	N8375Q	071782	LAKE DELTON, WI	CESSNA	A185F	NONE	400
1766	N97904	072482	LAPORTE, IN	STINSON	108-1	NONE	146
1767	N206BA	072382	WARREN, OH	CESSNA	206G	NONE	286
1768	N1978D	071882	HAMILTON, OH	BEECH	C35	NONE	284
1769	N8826H	081382	DIMMITT, TX	GRUMMAN	G-164A	NONE	354
1770	N7891S	081182	MIAMI, FL	BELL	206B	MINOR	98
1771	N91MR	082882	SPEARMAN, TX	CESSNA	183P	NONE	366

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1772	N5788L	082882	PEARLAND, TX	GRUMMAN	AA-1	MINOR	362
1773	N15373	082182	OKLAHOMA CITY, OK	PIPER	PA-28-140	NONE	300
1774	N8876E	080882	CEDAR KEY, FL	PIPER	PA 28-181	NONE	94
1775	N6140S	082082	ORLANDO, FL	AIR & SPACE	18A	MINOR	102
1776	N200AH	080682	CONWAY, AR	BEECH	95-A55	NONE	34
1777	N2406D	080782	VERO BEACH, FL	PIPER	PA-38	NONE	92
1778	N59998	083182	MADISON, FL	BOEING	A75N1	NONE	104
1779	N3732Z	081682	TUNKHANNOCK, PA	PIPER	PA-22-160	NONE	322
1780	N6637Q	080682	OPP, AL	GRUMMAN	G164B	NONE	24
1781	N12412	082782	PALO, IA	BELL	47G-2	NONE	124
1782	N4927J	083182	MECHANICSVILLE, IA	CESSNA	T188C	NONE	126
1783	N70802	080282	CALUMET, OK	CESSNA	182M	NONE	296
1784	N5503K	080482	ALVIN, TX	BELLANCA	8KCAB	NONE	344
1785	N336RM	081082	YOUNGSTOWN, OH	QUICKIE	QUICKIE	NONE	290
1786	N73205	082182	WASHINGTON, IA	BELL	47G-2A	NONE	120
1787	N5464E	082482	SIDNEY, NE		SKYBOLT	NONE	240
1788	N1345Q	082682	MASON CITY, IA	FAIRCHILD HI	FH 1100	NONE	122
1789	N67570	080582	ROCKWALL, TX	CESSNA	152	MINOR	346
1790	39QB	080982	GREENVILLE, MI	QUICKIE		NONE	192
1791	N43745	080582	BRAINERD, MN	PIPER	PA-28-161	NONE	202
1792	N693RB	080382	GENEVA, OH	THORP	T-18	NONE	288
1793	N65561	080382	BELVIDERE, IL	CESSNA	152	NONE	136
1794	N20374	082582	STRONGSVILLE, OH	CESSNA	172M	NONE	292
1794	N3438N	082582	STRONGSVILLE, OH	MOONEY	M20F	NONE	294
1795	N2600S	080482	GARDEN CITY, KS	CESSNA	T337C	NONE	152

## File Order Listing - Issue No. 9, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1796	N22552	082882	WINCHESTER, IL	CESSNA	172	NONE	138
1797	N89MW	082282	WALL LAKE, MI	CAMERON	O-77	NONE	194
1798	N55492	072482	ENTERPRISE, OR	PIPER	24-140	FATAL	304
1799	N8239U	081382	SPRINGLAKE, TX	CESSNA	172F	NONE	352
1800	N67834	081582	SANTA FE, NM	CESSNA	152	NONE	254



Four Briefs of Accidents were in error when originally released in 1982 Brief Publications.

The corrected Briefs of Accidents follow.



National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 431      5/07/82      NORTH LOUP, NE      A/C Reg. No. N4339Z      Time (Lcl) - 1330 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-18

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/006 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 6000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FOX

Runway Ident - 18

Runway Lth/Wid - 2800-N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Arch/Lnds - UNK/NR

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

Pilot-In-Command

Age - 27

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2934

Last 24 Hrs - 2

SE LAND

Months Since - 1

Make/Model- 1260

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 11

Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT BROKE GROUND ABOUT 1000 FEET DOWN THE RUNWAY BUT WOULD NOT CLIMB. THE PILOT ATTEMPTED TO JETTISON THE LOAD BUT DID NOT HAVE TIME. THE AIRCRAFT WAS LANDED IN ROUGH TERRAIN. INVESTIGATION REVEALED THAT THE AIRCRAFT WAS BELOW MAXIMUM GROSS WEIGHT DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 431

5/07/82

NORTH LOUP, NE

A/C Reg. No. N4339Z

Time (Lcl) - 1330 CDT

---

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  3. TERRAIN CONDITION - ROUGH/UNEVEN
  4.    LOAD JETTISON - DELAYED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1583      4/16/82      BIRD ISLAND, MN      A/C Reg. No. N3201F      Time (Lcl) - 1550 CST

-----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	Injuries			None
		Serious	Minor		
	1	0	0		0
	2	0	0		0

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- UNK/NR

Visibility      - 3.0 SM

Cloud Conditions(1st) - 1500 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation      - RAIN

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
THIEF RIVER FALLS, MN

Destination

NEW ULM, MN

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 Apch/Lnds      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current      - YES

Months Since      - 23

Aircraft Type - M-20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 985

Make/Model- 732

Instrument- 5

Last 24 Hrs - 3

Last 30 Days- 20

Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED THIEF RIVERS, MN AND PROCEEDED EN ROUTE TO NEW ULM, MN. ONE WITNESS NEAR THE ACCIDENT SITE HEARD A NOISE THAT SOUNDED TO HIM LIKE AN EXPLOSION. HE AND OTHER WITNESSES IN THE VICINITY SAW THE AIRCRAFT DESCENDING OUT OF CONTROL IN A ROLL OR A SPIN BEFORE IT CRASHED. ALSO, THEY SAW TWO OBJECTS FALLING FROM THE AIRCRAFT, ONE SMALL AND ONE LARGE. AN INVESTIGATION REVEALED THAT A PROPELLER BLADE, AND THEN THE ENGINE, HAD SEPARATED IN FLIGHT. THE PROPELLER BLADE WAS FOUND ABOUT TWO WEEKS LATER APPROXIMATELY 1/4 MILE LEFT OF THE FLIGHT PATH. AN EXAMINATION REVEALED THAT THE PROPELLER BLADE HAD FAILED FROM FATIGUE CRACKING. THE FATIGUE ORIGINATED FROM A 1/16 INCH DEEP FORGING FOLD IN THE SURFACE OF THE BLADE NEAR THE BUTT END. THE PROPELLER, A MCCAULEY MODEL 90DHB-16E, HAD 340 HRS TOTAL FLIGHT TIME.

Brief of Accident (Continued)

File No. - 1583

4/16/82

BIRD ISLAND, MN

A/C Reg. No. N3201P

Time (Lcl) - 1550 CST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
4. ENGINE ASSEMBLY - VIBRATION
5. ENGINE ASSEMBLY - SEPARATION

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

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1682      12/07/82      LARKSPUR, CO      A/C Reg. No. N2752Y      Time (Lcl) - 2158 MST

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

Fire  
NONE

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

Make/Model - BELL 206B  
Landing Gear - SKID  
Max Gross Wt - 3200  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 420 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 - IMC  
Wind Dir/Speed- 240/007 KTS  
Visibility - 8.0 SM  
Cloud Conditions(1st) - 1100 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - SNOW SHOWER  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
BROOMFIELD, CO  
Destination  
PUEBLO, CO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Arch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL

HELICOPTER

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 13  
Aircraft Type - B-206B

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

Total	-	2011	Last 24 Hrs	-	0
Make/Model	-	1920	Last 30 Days	-	27
Instrument	-	0	Last 90 Days	-	167
			Rotorcraft	-	2007

Instrument Rating(s) - NONE

-----Narrative-----

N2752Y, A BELL 206B HELICOPTER, CRASHED IN HILLY TERRAIN WHILE ON A FLT TO OBTAIN VIDEO TAPE NEWS OF AN AIRCRAFT ACCIDENT. FLT WAS WARNED BY FBO PERSONNEL OF ADVERSE WX CONDITIONS. ANOTHER FLT WHO HAD JUST LANDED TRIED TO PERSUADE THE FLT NOT TO FLY. AFTER DEPARTING WITH A SPECIAL VFR CLEARANCE, RADAR ADVISORIES WERE PROVIDED UNTIL TERRAIN PRECLUDED RADAR TRACKING. WITNESSES ALONG A HIGHWAY OBSERVED THE ACFT WITH THE LANDING LIGHT ON IN SNOW & FOG. ONE WITNESS FOLLOWED THE ACFT APRX 20 MIN & ESTIMATED ITS ALTITUDE WAS 50 TO 100 FT AGL & THE SPEED WAS 40 MPH. SOME MOTORISTS REPORTED ICE ON THEIR WINDSHIELDS. THE ACFT WAS FOUND THE NEXT MORNING NEAR THE TOP & ON THE FAR SIDE OF A KNOLL THAT IT HAD CROSSED. IT HAD CRASHED IN A STEEP RIGHT BANK. THE ALCOHOL LEVEL OF A SAMPLE OF THE FLT'S BLOOD WAS 0.093%. NO PREVIOUS MECHANICAL MALFUNCTIONS OR FAILURES WERE FOUND. WX DATA ABOVE WAS THE 2145 MST OBSERVATION AT ARAPAHOE COUNTY APT LOCATED 33 MI NORTH OF THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1682

12/07/82

LARKSPUR, CO

A/C Reg. No. N2752Y

Time (Lcl) - 2158 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
8. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
9. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
10. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. TERRAIN CONDITION - SNOW COVERED

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10,11,12



National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1684      7/13/82      SCHELLVILLE, CA      A/C Reg. No. N276P      Time (Lcl) - 1745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - MITSUBISHI MU-2B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 8930  
No. of Seats - 6

Eng Make/Model - AIRESEARCH TPE 331-25AA  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 575 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/008 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  
OAKLAND, CA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Appch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SCHELLVILLE  
Runway Ident - 07  
Runway Lth/Wid - 2900/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

Age - 41

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - BEECH

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6500	Last 24 Hrs	- 0
Make/Model-	134	Last 30 Days-	29
Instrument-	150	Last 90 Days-	150
Multi-Eng -	3500	Rotorcraft -	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPROXIMATELY 800 FT DOWN THE LEFT SIDE OF THE RWY THE LEFT ENG EXPERIENCED A POWER LOSS. THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY COLLIDING WITH A DRAINAGE DITCH & COMING TO REST INVERTED. EXAMINATION OF THE FUEL CONTROL UNIT REVEALED THAT THE BELLOW WITHIN THE ASSEMBLY WERE FOUND IN AN EXTENDED POSITION, INDICATING A LEAK INTO THE EVACUATED AREA. A FAILURE WAS NOTED AT THE SEAM IN THE BELLOW. IN ADDITION, EXAMINATION OF THE PROPELLER REVEALED THAT THE START LOCKS WERE ENGAGED & THE BLADES WERE AT THE START LOCK POSITION AT IMPACT. IN ORDER TO ENGAGE THE START LOCKS, THE POWER LEVER HAS TO BE MOVED TO REVERSE DURING SHUTDOWN WITH THE ENG RPM BELOW 50%. AFTER ENG START THE FLT MUST AGAIN RETARD THE POWER LEVERS TO REVERSE TO DISENGAGE THE START LOCKS. THE LOCKS WILL NOT DISENGAGE AFTER THE POWER LEVER IS SET TO THE FLIGHT RANGE.

Brief of Accident (Continued)

File No. - 1684

7/13/82

SCHELLVILLE,CA

A/C Reg. No. N276P

Time (Lcl) - 1745 PDT

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

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - FAILURE,PARTIAL
2. FUEL SYSTEM,FUEL CONTROL - LEAK
3. PROPELLER SYSTEM/ACCESSORIES - ENGAGED
4. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
9. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      TAKEOFF

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 6,9

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 9 OF 1982 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1691      5/29/82      KENAI, AK      A/C Reg. No. N9089D      Time (Lcl) - 2245 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model      - PIPER PA-18  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-90  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 95 HP

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

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

Weather Data

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

Wind Dir/Speed- 220/007 KTS  
Visibility      - 10.0 SM  
Cloud Conditions(1st)      - 1000 FT BROKEN  
Cloud Conditions(2nd)      - 5000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
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      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

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

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

Age      - 53  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

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

Total	- 350	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)      - NONE

-----Narrative-----

PILOT WAS GIVING PASSENGERS RIDES ALONG BISHOP CREEK. HE WAS REPORTED AS FLYING LOW AND ERRATIC. ON THE LAST FLIGHT WITH TWO PASSENGERS, THE WING DIPPED & CAUGHT THE WATER. THE ACFT THEN CARTWHEELED. THE PLT'S BLOOD ALCOHOL LEVEL WAS 196 MG%.

Brief of Accident (Continued)

File No. - 1691

5/29/82

KENAI, AK

A/C Reg. No. N9089D

Time (Lc1) - 2245 ADT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. BUZZING - PERFORMED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1664      7/02/82      FAIRBANKS, AK      A/C Reg. No. N6172M      Time (Lcl) - 1120 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire      Crew  
ON GROUND      Pass

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

Make/Model      - MAULE M-5  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-540  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/004 KTS  
Visibility      - UNK/NR  
Cloud Conditions(1st) - 5000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LAKE ILLIAMA, AK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CHENA MARINA  
Runway Ident      - 19  
Runway Lth/Wid      - 4700 -UNK/NR  
Runway Surface      - GRAVEL  
Runway Status      - DRY

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

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

Age - 47

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1344	Last 24 Hrs	-	1
Make/Model-	730		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

EARLIER IN THE DAY THE PLT RETURNED FROM A FLT AFTER EXPERIENCING A ROUGH RUNNING ENG & CHANGED THE SPARK PLUGS. THE ACFT AGAIN DEPARTED THE CHENA MARINA ARPT. WITNESSES OBSERVED THE ACFT LEVEL OFF APPROXIMATELY 300 TO 350 FT AGL. ONE WITNESS OBSERVED THE ACFT PITCHING UP & DOWN ERRACTICALLY AS IT LEVELED OFF. THE ACFT THEN ENTERED A RIGHT BANK & WAS ROLLING OUT AFTER A 90 DEG HEADING CHANGE WHEN THE ENG SPUTTERED & QUIT. THE NOSE OF THE ACFT DROPPED & THE ACFT FELL IN A NEARLY VERTICAL ATTITUDE. ENG EXAMINATION REVEALED EVIDENCE OF WATER & RUST CONTAMINATION IN THE CARBURETOR & FUEL PUMP. IT IS ESTIMATED THAT THE ACFT WAS 379 POUNDS OVER MAX GROSS WEIGHT & THE AFT CG EXCEEDED BY 1.3 INCHES.

Brief of Accident (Continued)

File No. - 1664

7/02/82

FAIRBANKS, AK

A/C Reg. No. N6172M

Time (Lc1) - 1120 ADT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - CONTAMINATION
  2. FUEL SYSTEM, CARBURETOR - WATER
  3. FUEL SYSTEM, PUMP - CONTAMINATION
  4. FUEL SYSTEM, PUMP - WATER
- 

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

Finding(s)

5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  8. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

-----

----Probable Cause----

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

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. - 1663      7/12/82      WASILLA, AK      A/C Reg. No. N9891W      Time (Lcl) - 1400 ADT

-----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-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	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	TALKEETNA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	WASILLA
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 393
SE LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 247
		Instrument- 91
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING DUE TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE PILOT LANDED IN A DITCH ALONGSIDE A HIGHWAY.



Brief of Accident (Continued)

File No. - 1663

7/12/82

WASILLA, AK

A/C Reg. No. N9891W

Time (Lc1) - 1400 ADT

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

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  4. FLUID, FUEL - EXHAUSTION
  5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
- 

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

-----

Occurrence #3        NOSE DOWN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - DITCH
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1645      7/26/82      LAKE CLARK, AK      A/C Reg. No. N4314C      Time (Lcl) - 1400 ADT

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

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

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

Make/Model - AERONCA CHAMP 7EC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	PRIVATE STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 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 - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 120
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 120
		Instrument- 3
		Last 30 Days- 0
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE AIRCRAFT CONTACTED WILLOW TREES WHICH SWERVED THE AIRCRAFT FARTHER INTO BRUSH. THE PILOT ABORTED THE TAKEOFF AND BRAKED TO A STOP. ENGINE FIRE STARTED WHICH CONSUMED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1645

7/26/82

LAKE CLARK, AK

A/C Reg. No. N4314C

Time (Lc1) - 1400 ADT

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

Finding(s)

1. OBJECT - TREE(S)
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1710

8/03/82

EAGLE RIVER, AK

A/C Reg. No. N9872M

Time (Lcl) - 1900 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - MAULE M-4-210C  
Landing Gear - FLOAT  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/003 KTS  
Visibility - 60.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

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 - WATER  
Runway Status - WATER - CALM

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4000	Last 24 Hrs -	0
Make/Model-	58	Last 30 Days-	0
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT REPORTED THAT HE PREFLIGHTED THE FLOAT PLANE, PUMPED THE FLOATS, AND CHECKED FOR WATER. AFTER THE ENGINE START, TAXI, AND PRETAKEOFF CHECKS, HE SET THE FLAPS AT THE FIRST NOTCH. HE ABORTED HIS FIRST TAKEOFF RUN AND TAXIED BACK FOR A LONGER RUN. THE PILOT STATED THAT THE ENGINE WAS PRODUCING NORMAL POWER, BUT THE AIRCRAFT STILL TOOK LONGER THAN NORMAL TO REACH FLYING SPEED. AT 55 MPH, THE PILOT SET A SECOND NOTCH OF FLAPS AND THE AIRCRAFT LIFTED OUT OF THE WATER. HOWEVER, THE PILOT REPORTED THE AIRSPEED WAS DECREASING, SO HE LOWERED THE NOSE SLIGHTLY, BUT THE SPEED CONTINUED TO DECREASE. SUBSEQUENTLY, THE PLANE SETTLED INTO TREES NEAR THE END OF THE LAKE. THE AIRCRAFT WAS ESTIMATED TO BE 21 LBS OVER ITS MAXIMUM GROSS WEIGHT LIMIT. THE ELEVATION OF THE LAKE WAS ABOUT 300 FT, BUT THE DENSITY ALTITUDE WAS ABOUT 688 FT. THE WATER ON THE LAKE WAS REPORTED TO BE CALM.

Brief of Accident (Continued)

File No. - 1710

8/03/82

EAGLE RIVER, AK

A/C Reg. No. N9872M

Time (Lc1) - 1900 ADT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1705

5/29/82

PELL CITY,AL

A/C Reg. No. N9956T

Time (Lc1) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER PA-38  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 220/005 KTS  
Visibility - 12.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KNOXVILLE,AL  
Destination  
BESSEMER,AL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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,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 - 500  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS BEING USED TO RETURN WITH ANOTHER PILOT AFTER THE OTHER PILOT HAD FERRIED HIS AIRCRAFT FROM BESSEMER, AL TO KNOXVILLE, TN. THE PILOT ESTIMATED THAT HE HAD SUFFICIENT FUEL TO RETURN, AND SINCE THE FBO WAS BUSY, HE ELECTED TO DEPART WITHOUT REFUELING. WHILE EN ROUTE, HE BECAME CONCERNED ABOUT THE FUEL QUANTITY AND ELECTED TO DIVERT TO PELL CITY, AL. HOWEVER, THE ENGINE QUIT RUNNING DURING THE DESCENT AND A FORCED LANDING WAS MADE IN A WHEAT FIELD ABOUT 1/3 MILE FROM THE AIRPORT. REPORTEDLY, NO FUEL WAS FOUND IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1705

5/29/82

PELL CITY,AL

A/C Reg. No. N9956T

Time (Lc1) - 1800 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - 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      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1667

6/01/82

STEVENSON, AL

A/C Reg. No. N28945

Time (Lc1) - 1720 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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

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

Make/Model - PIPER PA-34-200T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4000  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TISO-360  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 360/010 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

MACON, GA

Destination

STEVENSON, AL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flow - NONE

Airport Proximity

ON AIRPORT

Airport Data

BRIDGEPORT MUNICIPAL

Runway Ident - 08

Runway Lth/Wid - 5000/ 150

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2313

Make/Model- 743

Instrument- 238

Multi-Eng - 129

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MAIN GEAR RETRACTED DURING LANDING ROLL. A FAULTY RELAY WAS FOUND IN THE RETRACTING SYSTEM. PIPER PART NUMBER 484373.



Brief of Accident (Continued)

File No. - 1667

6/01/82

STEVENSON,AL

A/C Reg. No. N28945

Time (Lc1) - 1720 CDT

Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, TOTAL
2. ELECTRICAL SYSTEM, ELECTRIC RELAY - DETERIORATED

-----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. - 1654      7/25/82      MOBILE,AL      A/C Reg. No. N735RF      Time (Lc1) - 1638 CDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-UI	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 230 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	GULF SHORES,FL	BATES FIELD
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4988 -UNK/NR
Cloud Conditions(1st) - 3300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT SCATTERED	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 892
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 468
		Instrument- 121
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A POWER LOSS DURING TAKEOFF AND MADE AN EMERGENCY LANDING IN A SOFT SOYBEAN FIELD. THE AIRCRAFT NOSED OVER AFTER LANDING. WATER WAS FOUND IN THE FUEL IN THE LEFT TANK AND CARBURETOR. THE PILOT HAD ALSO FOUND WATER IN THE LEFT TANK DURING PREFLIGHT.

Brief of Accident (Continued)

File No. - 1654

7/25/82

MOBILE, AL

A/C Reg. No. N735RF

Time (Lcl) - 1638 CDT

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

Finding(s)

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

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

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - 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. - 1646      7/27/82      HUNTSVILLE,AL      A/C Reg. No. N3124J      Time (Lcl) - 1110 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		SOUTH HUNTSVILLE
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2245/ 40
Cloud Conditions(1st) - 3400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HOLES
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - NON-VALID MEDICAL
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- UNK/NR
		Instrument- 1
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED LONG AND FAST AND PUSHED THE FLAP LEVER TO AN UP POSITION FOR TAKEOFF. THE FLAP LEVER IS SPRING LOADED TO THE NEUTRAL POSITION. WHEN THE FLAPS DID NOT COME UP THE PILOT PUSHED THE SWITCH AGAIN AND THE FLAPS STARTED UP. AS THE RUNWAY END WAS NEAR THE PILOT REDUCED POWER AND TRIED TO STOP HOWEVER THE AIRCRAFT RAN OFF THE END OF THE RUNWAY INTO A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1646

7/27/82

HUNTSVILLE, AL

A/C Reg. No. N3124J

Time (Lc1) - 1110 CDT

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH

Occurrence #3            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) 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. - 1700      8/01/82      ALABASTER, AL      A/C Reg. No. N11GT      Time (Lcl) - 1915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - AERO COMMANDER 680FL  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 8500  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/005 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 4000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

SHELBY COUNTY

Runway Ident - 33

Runway Lth/Wid - 3800/ 75

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 - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7205	Last 24 Hrs -	0
-------	--------	---------------	---

Make/Model-	1710	Last 30 Days-	0
-------------	------	---------------	---

Instrument-	74	Last 90 Days-	0
-------------	----	---------------	---

Multi-Eng -	3105
-------------	------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE POST-MAINTENANCE INSPECTION FLIGHT THE PILOT/OWNER, WHO IS A CERTIFICATED A&P MECHANIC, HAD BEEN CALIBRATING THE FUEL FLOW ON THE RIGHT ENG FUEL INJECTOR PUMP. AN EXTERNAL LINE HAD BEEN CONNECTED TO THE FUEL FLOW TRANSMITTER FITTING OF THE FUEL INJECTOR. PRIOR TO THE TEST FLIGHT THE EXTERNAL LINE WAS REMOVED & THE FUEL FLOW REPLACED. ABOUT 10 MIN AFTER TAKEOFF THE PLT OBSERVED FLAMES FROM 25 TO 15 PSI. THE RIGHT ENG WAS SHUT DOWN & THE PROP FEATHERED. AFTER LANDING THE PLT WAS UNABLE TO TAXI THE ACFT & THE ACFT WAS ABANDONED.

Brief of Accident (Continued)

File No. - 1700

8/01/82

ALABASTER,AL

A/C Reg. No. N11GT

Time (Lc1) - 1915 CDT

-----  
Occurrence            FIRE  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE FITTING - IMPROPER
2.    INSTALLATION - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM,LINE FITTING - LEAK
4. FUEL SYSTEM - FIRE

-----  
----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. - 1625

8/02/82

DOTHAN, AL

A/C Reg. No. N79SW

Time (Lcl) - 1630 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 -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - HILLER UH12D

Landing Gear - SKID

Max Gross Wt - 3100

No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 240 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 20.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 34

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1750

Make/Model- 300

Instrument- 120

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 25

Rotorcraft - 1750

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT CALCULATED HIS FUEL FOR THE FLIGHT AND DETERMINED IT ADEQUATE FOR THE FLIGHT. HE DRAINED THE FUEL SUMP WHILE THE CREW WAS LOADING FUNGICIDE AT THE LOADING AREA. AFTER THE SPRAYING WAS COMPLETED, THE PILOT STARTED HIS RETURN FLIGHT AND WHEN OVER A SWAMPY STAND OF TREES THE ENGINE QUIT. HE AUTOROTATED TO A FORCED LANDING INTO THE TREES. INVESTIGATION REVEALED THE FUEL DRAIN VALVE WAS OPEN AND THE FUEL TANKS CONTAINED SLIGHTLY OVER A GALLON OF FUEL.



Brief of Accident (Continued)

File No. - 1625

8/02/82

DOTHAN,AL

A/C Reg. No. N79SW

Time (Lc1) - 1630 CDT

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

Finding(s)

1. FUEL SYSTEM,DRAIN - OPEN
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

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

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. - 1780

8/06/82

OPP,AL

A/C Reg. No. N6637Q

Time (Lc1) - 1830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

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

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

Eng Make/Model - P & W R-985  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
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

Itinerary

Last Departure Point  
SAMSON,AL  
Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- VARIABLE

Visibility - 7.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2060 Last 24 Hrs - 3

Make/Model- 744 Last 30 Days- UNK/NR

Instrument- 12 Last 90 Days- 250

Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS SPRAYING, VIBRATIONS OCCURRED IN THE LEFT FLYING WIRES. HE HAD EXPERIENCED THE VIBRATIONS BEFORE, BUT THIS TIME, THEY SEEMED WORSE, HE ELECTED TO LAND IN A NEARBY PASTURE TO EXAMINE THE AIRCRAFT. DURING THE LANDING ROLL-OUT, THE AIRCRAFT WENT OVER A TERRACE WHILE THE PILOT WAS APPLLYING HEAVY BRAKING ACTION. HE STATED THE AIRCRAFT BOUNCED SLIGHTLY AND THE BRAKES LOCKED. THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1780

8/06/82

OPP,AL

A/C Reg. No. N6637Q

Time (Lcl) - 1830 EDT

-----  
Occurrence                NOSE OVER  
Phase of Operation        LANDING - ROLL

Finding(s)

1. WING,BRACING WIRE - VIBRATION
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1731

8/17/82

FLORALA, AL

A/C Reg. No. N9916G

Time (Lc1) - 1730 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 -TAKEOFF

Fire NONE  
Crew Pass

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

Make/Model - CESSNA A188A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 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 - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

FLORALA MUNICIPAL AIRPORT  
Runway Ident - 22  
Runway Lth/Wid - 3200/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - NO  
Months Since - 27  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 312	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AS HE WAS CLIMBING THROUGH ABOUT 30 TO 40 FT AGL, THE AIRCRAFT SUDDENLY WENT TO THE RIGHT AS THE FLAPS WERE BEING RETRACTED. IN AN EFFORT TO COUNTERACT THE LATERAL MOVEMENT, THE PILOT APPLIED LEFT AILERON AND RUDDER WHICH STARTED THE RECOVERY. HOWEVER, THERE WAS INSUFFICIENT ALTITUDE TO RECOVER AND THE AIRCRAFT STRUCK THE GROUND. AN INVESTIGATION REVEALED THAT THE RIGHT FLAP CABLE, PN 166300-12, HAD FAILED. THE PART HAD BEEN INSTALLED IN 1971 AND HAD BEEN IN USE FOR 2651 FLIGHT HOURS.

Brief of Accident (Continued)

File No. - 1731

8/17/82

FLORALA,AL

A/C Reg. No. N9916G

Time (Lc1) - 1730 CDT

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

Finding(s)

1. FLT CONTROL SYST,WING FLAP CONTROL - FAILURE,TOTAL  
-----

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1748      8/06/82      ANDROS IS, BAHAMAS, AO      A/C Reg. No. N35PK      Time (Lc1) - 0255 EDT

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

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

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

Make/Model - BEECH 65	Eng Make/Model - LYCOMING IGSO 480-A1B6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 7700	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 9	Rated Power - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MIAMI, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GREAT INAGUA	
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - WATER
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 2240
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 21
		Instrument- 280
		Last 30 Days- UNK/NR
		Last 90 Days- 99
		Multi-Eng - 950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE AT 9000 FT MSL AT NIGHT, THE RIGHT ENGINE REPORTEDLY LOST POWER AND WAS FEATHERED. THE PILOT REPORTED THAT THE LEFT ENGINE HAD A PARTIAL LOSS OF POWER AND THE AIRCRAFT WOULD NOT MAINTAIN ALTITUDE. COMMUNICATION WAS MAINTAINED WITH MIAMI CENTER UNTIL THE PILOT REPORTED DITCHING ABOUT 40 MILES SOUTH OF NASSAU, BAHAMAS. AT 0600, A U.S. NAVY VESSEL RESCUED THE PILOT AND TWO PASS ENGRS. THE AIRCRAFT WAS NOT RECOVERED FROM THE OCEAN.

Brief of Accident (Continued)

File No. - 1748

8/06/82

ANDROS IS, BAHAMAS,AO

A/C Reg. No. N35PK

Time (Lc1) - 0255 EDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
2.    UNDETERMINED

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

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1708

5/04/82

GLENWOOD, AR

A/C Reg. No. N4458Q

Time (Lcl) - 1100 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	0	0	0	0

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

Fire  
NONE

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

Make/Model - CESSNA 188B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 280 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK  
Method - IN PERSON  
Completeness - SELF  
Basic Weather - VMC

Itinerary

Last Departure Point  
IDA, LA  
Destination  
MENA, AR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 200/010 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 6000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 24  
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 12371	Last 24 Hrs	- 2
Make/Model-	2700	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 21		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BECAME DISORIENTED WHILE ON A FERRY FLIGHT. HE SPOTTED A WATER TOWER IN THE TOWN OF GLENWOOD, AR AND DETERMINED THAT HE WAS ABOUT 35 MILES SOUTHEAST OF HIS DESTINATION. HE REPORTED THAT THE FUEL GAUGE INDICATED BETWEEN 1/4 AND 1/2 FULL AFTER HE TURNED TOWARD THE DESTINATION, THEN ABOUT 7 MINUTES LATER, THE ENGINE QUIT. THE STATE POLICE AND THE PILOT'S FATHER REPORTED THAT THE AIRCRAFT HAD RUN OUT OF FUEL.



Brief of Accident (Continued)

File No. - 1708

5/04/82

GLENWOOD, AR

A/C Reg. No. N4458Q

Time (Lc1) - 1100 CDT

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - FALSE INDICATION
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  4. FLUID, FUEL - EXHAUSTION
- 

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1750      5/24/82      PARKIN, AR      A/C Reg. No. N71153      Time (Lcl) - 1615 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - LUSCOMBE 8A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 030/015 KTS

Visibility - .500 SM

Cloud Conditions(1st) - 800 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PRESIDENTS ISLE, TN

Destination

WYNNE, AR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 08  
Runway Lth/Wid - 2500/ 11  
Runway Surface - N/A  
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 66

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 300      Last 24 Hrs - 1

Make/Model- 161      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED PRESIDENTS ISLE, TN WITH ABOUT 1/4 TANK OF FUEL (3.5 GAL) AND PROCEEDED EN ROUTE WITH A PLANNED STOP AT WYNNE, AR FOR FUEL. PRIOR TO REACHING WYNNE, HEAVY RAIN WAS ENCOUNTERED AND A LANDING WAS MADE AT A PRIVATE AIRPORT NEAR PARKIN, AR. THE PILOT LET THE ENGINE RUN FOR ABOUT 15 MINUTES WHILE WAITING FOR THE RAIN TO SUBSIDE, THEN FINALLY SHUT THE ENGINE DOWN. ABOUT 1 HR LATER, THE PILOT TOOK OFF FROM THE PRIVATE STRIP. ABOUT 1/8 MILE FROM THE STRIP, THE AIRCRAFT STALLED AND CRASHED. AN INVESTIGATION REVEALED THAT THERE WAS ABOUT 1 PINT OF FUEL REMAINING IN THE FUEL TANK. THERE IS NO EVIDENCE OF FUEL SPILLAGE OR LEAKS AT THE ACCIDENT SITE. THE FUEL PICKUP POINT WAS LOCATED ON THE FORWARD 1/3 PORTION OF THE TANK. REPORTEDLY, THE FUEL LEVER IN THE TANK WOULD HAVE BEEN THE PICKUP POINT DURING A CLIMB WITH ONLY 1 PINT OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 1750

5/24/82

PARKIN,AR

A/C Reg. No. N71153

Time (Lcl) - 1615 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 - 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)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1776

8/06/82

CONWAY, AR

A/C Reg. No. N200AH

Time (Lcl) - 1825 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 95-A55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4880  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470L  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 260 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- 100/008 KTS

Visibility - 3.0 SM

Cloud Conditions(1st) - 3000 FT BROKEN

Cloud Conditions(2nd) - 8000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ADDISON, TX

Destination

CONWAY, AR

Airport Proximity  
ON AIRPORT

Airport Data

CONWAY MUNI

Runway Ident - 07

Runway Lth/Wid - 2952/ 50

Runway Surface - MACADAM

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Approach Flow - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2287 Last 24 Hrs - 2

Make/Model- 215 Last 30 Days- UNK/NR

Instrument- 116 Last 90 Days- 42

Multi-Eng - 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORT THAT HE STARTED TO LAND ON RUNWAY 18, BUT THE WIND SHIFTED. AT ABOUT 300 FT AGL, HE ABORTED THE LANDING AND MADE A GO-AROUND TO THE RIGHT TO LAND ON RUNWAY 07. ON THE SECOND APPROACH, HE FORGOT TO EXTEND THE GEAR AND LANDED WITH THE WHEELS RETRACTED.

Brief of Accident (Continued)

File No. - 1776

8/06/82

CONWAY, AR

A/C Reg. No. N200AH

Time (Lcl) - 1825 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, HABIT INTERFERENCE - 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) 2,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1713      8/12/82      DEVALLS BLUFF, AR      A/C Reg. No. N2601S      Time (Lcl) - 1845 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model      - PIPER PA-18-150  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1625  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-A2A

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 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- 360/002 KTS

Visibility      - 3.0 SM

Cloud Conditions(1st) - 3500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

STUTTGART, AR

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - DIRT

Runway Status      - SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 38

Biennial Flight Review

Current      - YES

Months Since      - 20

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 4200

Make/Model- 2100

Instrument- 140

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 25

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FLYING OVER HIS FARM AND DECIDED TO LAND IN A FRESHLY PLOWED FIELD. DURING THE ROLLOUT, THE MAIN GEAR SETTLED IN THE LOOSE DIRT AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1713

8/12/82

DEVALLS BLUFF, AR

A/C Reg. No. N2601S

Time (Lc1) - 1845 CDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1606

3/18/82

SUNFLOWER, AZ

A/C Reg. No. N499W

Time (Lcl) - 1210 MST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage		Fatal	Injuries		
	ON-DEMAND AIR TAXI	DESTROYED			Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	4	2	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- CESSNA 401	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PHOENIX, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	AMARILLO, TX	
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 1.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 5000 FT OVERCAST	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 - RAIN		
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 - UNK/NR	Total - 2950
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 364
	Aircraft Type - UNK/NR	Instrument - 190
		Multi-Eng - 850
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 279

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1027 THE PLT RECEIVED A WX BRIEFING FOR HOLBROOK, AZ. THE PLT WAS TOLD OF FORECASTS FOR "AT LEAST MODERATE ICING IN CLOUDS OR IN PRECIPITATION ABOVE THE FREEZING LEVEL" & THE BRIEFER STATED "I GUARANTEE YOU MODERATE TO SEVERE TURBULENCE ..." FOR A ROUTE INTO HOLBROOK. THE PLT LATER GOT WX INFO FOR AMARILLO, TX & FILED AN IFR FLT PLAN TO AMARILLO. THE ACFT DEPARTED AT 1150. AT 1204 THE PLT REPORTED HE HAD AN ENG PROBLEM. RADAR PLOTS INDICATE THE ACFT WAS MAINTAINING A CLIMB OF ABOUT 500 FPM UP TO 11,200 FT. THIRTY SECONDS LATER THE ACFT HAD DESCENDED TO 8,500 FT. RADIO & CONTACT WAS LOST ABOUT 1207. BASED ON A WX STUDY THE PROBABLE METEOROLOGICAL CONDITIONS THAT EXISTED ABOUT THE TIME & IN THE AREA OF THE ACCIDENT WERE MODERATE TO SEVERE TURBULENCE BELOW 12,000 FT MSL & WHILE IN THE CLOUDS ABOVE FREEZING LEVEL THE ACFT LIKELY ENCOUNTERED MODERATE TO SEVERE RIME ICING. THE ACFT WAS NOT CERTIFICATED FOR FLT INTO KNOWN ICING CONDITIONS. THE FLT WAS TRANSPORTING PRISONERS FOR VARIOUS GOVERNMENT AGENCIES.



Brief of Accident (Continued)

File No. - 1606

3/18/82

SUNFLOWER,AZ

A/C Reg. No. N499W

Time (Lc1) - 1210 MST

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - TURBULENCE IN CLOUDS
3. WEATHER CONDITION - ICING CONDITIONS
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

6. WING - ICE

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. - 1704      4/07/82      MEADVIEW,AZ      A/C Reg. No. N2810K      Time (Lcl) - 1630 MST

-----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 -TAXI					

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

Make/Model - CESSNA 180K	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	Rated Power - 265 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	N. LAS VEGAS,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	QUARTERMASTER PT.
Wind Dir/Speed- 026/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2000
SE LAND	Months Since - 14	Make/Model- 350
	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 FLIGHT HAD ORIGINATED AT NORTH LAS VEGAS, NV. ACCORDING TO THE PILOT, HE LANDED AT AN UNPREPARED STRIP WHEN HIS ENGINE DID NOT SOUND RIGHT, BUT IT CHECKED OUT ON THE GROUND. WHILE AT THE UNPREPARED STRIP, THE RIGHT TIRE BLEW OUT WHEN IT STRUCK A ROCK. ALSO, THE RIGHT MAIN GEAR COLLAPSED AND THE RIGHT WING, FUSELAGE, AND PROPELLER WERE DAMAGED. THE PILOT STATED THAT HE WAS ONLY TAXIING FOR TAKEOFF WHEN THE ACCIDENT OCCURRED. THE UNPREPARED STRIP WAS LOCATED NEAR QUARTERMASTER POINT, A SCENIC ATTRACTION.

Brief of Accident (Continued)

File No. - 1704

4/07/82

MEADVIEW, AZ

A/C Reg. No. N2810K

Time (Lcl) - 1630 MST

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1650      5/28/82      DAVIS DAM,AZ      A/C Reg. No. N666OX      Time (Lcl) - 1730 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

1

Minor

0

0

None

0

0

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

Make/Model      - CESSNA 210A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-470E  
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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 280/005 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  
LAKE HAVASU,AZ  
Destination  
DAVIS DAM,AZ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

COTTONWOOD LANDING  
Runway Ident      - 31  
Runway Lth/Wid      - 2600/ 165  
Runway Surface      - GRAVEL  
Runway Status      - DRY

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

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

Age - 55  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type      - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 629  
Make/Model- 161  
Instrument- 3  
Multi-Eng - 29  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CROSSING OVER RWY 31 THRESHOLD A PICKUP TRUCK ENTERED THE RWY ENVIRONMENT TRAVELING IN A NW DIRECTION. THE PLT WAS ABLE TO FLY OVER THE TRUCK WHILE SIMULTANEOUSLY ADDING FULL POWER. THE ENG DID NOT DEVELOP FULL RPM UNTIL THE ACFT WAS NEAR THE END OF THE RWY & THE ACFT OVERRAN THE RWY COMING TO REST AT THE WATER'S EDGE IN A SMALL COVE ABOUT 500 FT NORTH OF THE RWY BOUNDARY. A PLT WITNESS ESTIMATED THE WIND TO BE FROM THE SOUTH AT ABOUT 15-20 KTS.

Brief of Accident (Continued)

File No. - 1650

5/28/82

DAVIS DAM, AZ

A/C Reg. No. N6660X

Time (Lc1) - 1730 MST

Occurrence #1            OVERRUN

Phase of Operation      LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF VEHICLE
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH TERRAIN

Phase of Operation      LANDING

Finding(s)

7. TERRAIN CONDITION - DOWNHILL
8. 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1729

6/29/82

PHOENIX,AZ

A/C Reg. No. N26668

Time (Lcl) - 1114 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - GRUMMAN AMERICAN AA5A

Eng Make/Model - LYCOMING O-320-E2G

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2200

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/004 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - 25000 FT UNK/NR

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SCOTTSDALE,AZ

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 18

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 112 Last 24 Hrs - 0

Make/Model- 12 Last 30 Days- 10

Instrument- 3 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING AT AN ALTITUDE OF 200 TO 300 FEET AGL. WITNESSES DESCRIBE A BANK TO THE LEFT WHICH STEEPENED UNTIL THE WINGS WERE PERPENDICULAR TO THE GROUND. THE ACFT THEN MADE A NEAR VERTICAL DESCENT INTO THE GROUND.

Brief of Accident (Continued)

File No. - 1729

6/29/82

PHOENIX,AZ

A/C Reg. No. N26668

Time (Lc1) - 1114 MST

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

Finding(s)

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

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

Finding(s)

3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. BUZZING - INTENTIONAL - PILOT IN COMMAND
  5. 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) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1715

8/05/82

PHOENIX, AZ

A/C Reg. No. N6349M

Time (Lcl) - 0945 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL - DUAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed-

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

SCOTTSDALE, AZ

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 655

Last 24 Hrs - 6

Make/Model- 388

Last 30 Days- UNK/NR

Instrument- 70

Last 90 Days- 158

Multi-Eng - 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT, THE INSTRUCTOR PILOT (IP) INITIATED A FORCED LANDING FOR A STUDENT BY PULLING THE MIXTURE CONTROL OUT. THE FORCED LANDING WAS TAKEN TO AN ALTITUDE OF ABOUT 400 FT AGL, THEN THE IP PUSHED THE MIXTURE CONTROL IN AND TOLD THE STUDENT TO CLIMB. AFTER REACHING AN ALTITUDE OF ABOUT 1000 FT, THE IP PULLED THE MIXTURE CONTROL AGAIN, INITIATING ANOTHER FORCED LANDING. AFTER A SHORT TIME, THE IP PUSHED THE MIXTURE CONTROL IN TO RETURN TO NORMAL FLIGHT, BUT THE ENGINE FAILED TO START. THE IP MADE A NUMBER OF ATTEMPTS TO START THE ENGINE, BUT WAS UNSUCCESSFUL. THE AIRCRAFT WAS DAMAGED DURING A FORCED LANDING IN THE DESERT. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT FAILURES. THE ENGINE WAS RUN TO 1800 RPM AND A MAGNETO CHECK SHOWED A DROP OF ABOUT 100 RPM ON EACH MAGNETO.



Brief of Accident (Continued)

File No. - 1715

8/05/82

PHOENIX,AZ

A/C Reg. No. N6349M

Time (Lc1) - 0945 MST

Occurrence #1      LOSS OF POWER

Phase of Operation      APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ON GROUND COLLISION WITH TERRAIN

Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - 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

### Brief of Accident

Time (Lc1) - 0307 MST

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

Crew  
Pass

NONE

## Notes

Engine Type	-	REDFORD
Rated Power	-	305 HP

Instrument Rating(s) - NONE

PAGE 48

Brief of Accident (Continued)

File No. - 1698

8/20/82

CHANDLER, AZ

A/C Reg. No. N4026S

Time (Lcl) - 0307 MST

-----  
Occurrence #1            VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. UNSAFE/HAZARDOUS CONDITION - INADVERTENT - PILOT IN COMMAND
- 

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

-----  
Occurrence #3            MAIN GEAR COLLAPSED  
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) 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. - 1720      8/22/82      GRAND CANYON,AZ      A/C Reg. No. N83037      Time (Lcl) - 1000 MST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries	
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal      Serious      Minor      None	
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0      0      0      1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0      0      0      0	
Accident Occurred During -LANDING				

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON C20-B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3300	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAND CANYON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - DIRT
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5800      Last 24 Hrs - 2
	Months Since - 5	Make/Model- 2560      Last 30 Days- 72
HELICOPTER	Aircraft Type - B-206B	Instrument- 185      Last 90 Days- 216
		Multi-Eng - 233      Rotorcraft - 5800

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING FLIGHT AT ABOUT 300 FT AGL, THERE WAS AN ABRUPT LOSS OF ENGINE POWER. THE PILOT DESCENDED AT 60 TO 70 KTS, THEN MADE AN AUTOROTATIVE LANDING ON A DIRT ROAD. DURING THE LANDING, THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. AN ENGINE TEARDOWN REVEALED THAT THE SPUR ADAPTER GEARSHAFT, PN 6899196, HAD FAILED AT THE FORWARD SPLINES. THE PILOT REPORTED THAT THE DENSITY ALTITUDE WAS OVER 9000 FT.

Brief of Accident (Continued)

File No. - 1720

8/22/82

GRAND CANYON, AZ

A/C Reg. No. N83037

Time (Lcl) - 1000 MST

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

Finding(s)

1. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - WORN
  2. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - OVERTEMPERATURE
  3. - FAILURE, TOTAL
- 

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
- 

-----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. - 1728      6/12/82      YORBA LINDA, CA      A/C Reg. No. N8311Z      Time (Lcl) - 2155 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	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-28-161  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2325  
No. of Seats      - 4

Eng Make/Model      - LYCOMING 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- 240/007 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - PART OBSC  
Cloud Conditions(2nd) - 10000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
FULLERTON, CA  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 214  
Make/Model- 61  
Instrument- 4  
Last 24 Hrs - 0  
Last 30 Days- 8  
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT FLYING LOW OVER THE RIVERSIDE FREEWAY WITH A HIGH RPM ENG SOUND & IN A RIGHT TURN. THE ACFT CONTINUED TO ROLL & TURN TO THE RIGHT & CRASHED.

Brief of Accident (Continued)

File No. - 1728

6/12/82

YORBA LINDA, CA

A/C Reg. No. N8311Z

Time (Lcl) - 2155 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

2. WEATHER CONDITION - HAZE

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

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

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

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. - 1681

6/21/82

ORLAND, CA

A/C Reg. No. N49086

Time (Lcl) - 1405 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - RYAN PT-22  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1250  
No. of Seats - 2

Eng Make/Model - KINNER R-56  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 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- 230/005 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 6000 FT SCATTERED

Cloud Conditions(2nd) - 20000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity  
ON AIRPORT

Airport Data

HAIGH FIELD

Runway Ident - 15

Runway Lth/Wid - 5160/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 68

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 510

Make/Model- 10

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 50 FT IN THE AIR THE ACFT TURNED LEFT & STRAIGHT DOWN.



Brief of Accident (Continued)

File No. - 1681

6/21/82

ORLAND, CA

A/C Reg. No. N49086

Time (Lc1) - 1405 PDT

-----  
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

-----  
----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. - 1635

7/03/82

FALLBROOK,CA

A/C Reg. No. N6HA

Time (Lcl) - 1750 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED  
Fire  
NONE

Crew  
Pass

Fatal  
1  
0

Serious  
0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - PITTS S1-S  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1150  
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/005 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

Airport Proximity  
ON AIRPORT

Airport Data

FALLBROOK COMMUNITY  
Runway Ident - 18  
Runway Lth/Wid - 2165/ 100  
Runway Surface - MACADAM  
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 - 45

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15883  
Make/Model- 113  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 161

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESS STATEMENTS VARIED WIDELY IN THE DESCRIPTION OF THE ACCIDENT. ONE WITNESS STATED THE ACFT APPEARED TO DO A FAST & TIGHT BARRELL ROLL AFTER REACHING APPROXIMATELY 50-70 FT AGL. ANOTHER WITNESS OBSERVED THE ACFT TAKE OFF AT AN UNUSUALLY HIGH ANGLE, THEN SEEMED TO GO VERY ERRATIC. ANOTHER WITNESS STATED THE ACFT MADE A NORMAL TAKEOFF TO APPROXIMATELY 200 FT AGL, THEN PITCHED DOWN ABRUPTLY TO THE RIGHT.

Brief of Accident (Continued)

File No. - 1635

7/03/82

FALLBROOK, CA

A/C Reg. No. N6HA

Time (Lcl) - 1750 PDT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1684      7/13/82      SCHELLVILLE,CA      A/C Reg. No. N27GP      Time (Lcl) - 1745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - MITSUBISHI MU-2B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 8930  
No. of Seats      - 6

Eng Make/Model      - AIRESEARCH TPE 331-25AA  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 575 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/008 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  
OAKLAND,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SCHELLVILLE  
Runway Ident      - 07  
Runway Lth/Wid      - 2900/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - BEECH

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6500      Last 24 Hrs - 0  
Make/Model- 134      Last 30 Days- 29  
Instrument- 150      Last 90 Days- 150  
Multi-Eng - 3500      Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPROXIMATELY 800 FT DOWN THE LEFT SIDE OF THE RWY THE LEFT ENG EXPERIENCED A POWER LOSS. THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY COLLIDING WITH A DRAINAGE DITCH & COMING TO REST INVERTED. EXAMINATION OF THE FUEL CONTROL UNIT REVEALED THAT THE BELLOWS WITHIN THE ASSEMBLY WERE FOUND IN AN EXTENDED POSITION, INDICATING A LEAK INTO THE EVACUATED AREA. A SEAM IN THE BELLOWS WAS FOUND TO BE PARTED BY FATIGUE. IN ADDITION, EXAMINATION OF THE PROPELLER REVEALED THAT THE START LOCKS WERE ENGAGED & THE BLADES WERE AT THE START LOCK POSITION AT IMPACT. IN ORDER TO ENGAGE THE START LOCKS THE POWER LEVER HAS TO BE MOVED TO REVERSE DURING SHUTDOWN WITH THE ENG RPM BELOW 50%. AFTER ENG START THE PLT MUST AGAIN RETARD THE POWER LEVERS TO REVERSE TO DISENGAGE THE START LOCKS. THE LOCKS WILL NOT DISENGAGE AFTER THE POWER LEVER IS SET TO THE FLIGHT RANGE.

Brief of Accident (Continued)

File No. - 1684

7/13/82

SHELLVILLE, CA

A/C Reg. No. N27GP

Time (Lcl) - 1745 PDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - FATIGUE
2. FUEL SYSTEM, FUEL CONTROL - LEAK
3. FUEL SYSTEM, FUEL CONTROL - FAILURE, PARTIAL
4. PROPELLER SYSTEM/ACCESSORIES - ENGAGED
5. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
6. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
10. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1661      7/15/82      BERMUDA DUNES,CA      A/C Reg. No. N7115L      Time (Lc1) - 0535 PDT

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

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

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

Make/Model	- GRUMMAN AA-5	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	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - 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;">SHERIDAN,WY</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>BERMUDA DUNES</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 4030/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours).</p> <p>Total - 481</p> <p>Make/Model- 22</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 72</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 17</p>
---	---	--

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF THE ENG LOST POWER & THE ACFT WAS UNABLE TO MAINTAIN LEVEL FLT. THE ACFT LANDED IN SAND DUNES AND FLIPPED OVER. DURING A SUBSEQUENT ENG RUN IT WAS NOTED THAT THE ENG RAN NORMALLY AT LOW POWER SETTINGS BUT AT TAKEOFF POWER SETTINGS IT DEVELOPED AN APPARENT IGNITION PROBLEM IN THAT THE ENG MISFIRED & SURGED. INSPECTION REVEALED THAT THE RIGHT MAGNETO WAS NOT DEVELOPING SUFFICIENT VOLTAGE OUTPUT. THE RECOMMENDED SERVICE LIFE OF THE MAGNETO IS 900 HOURS & IT APPEARED THIS MAGNETO WAS IN SERVICE FOR 1897 HOURS.

Brief of Accident (Continued)

File No. - 1661

7/15/82

BERMUDA DUNES,CA

A/C Reg. No. N7115L

Time (Lc1) - 0535 PDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - ERRATIC
2. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
3. IGNITION SYSTEM,MAGNETO - OUTPUT LOW
4. REPLACEMENT - NOT PERFORMED - COMPANY MAINTENANCE PSNL

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

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

Finding(s)

5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
9. LANDING GEAR,NOSE GEAR - OVERLOAD
10. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

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

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

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

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. - 1690

9/17/82

HUNTINGTON BEACH, CA

A/C Reg. No. N732BP

Time (Lcl) - 1641 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation - INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -CRUISE

Fire  
NONE

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

Make/Model - CESSNA 210L

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3800

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L-3A

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- 200/004 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 5000 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTA ANA, CA

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

GLIDER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2983

Make/Model- 51

Instrument- 121

Multi-Eng - 50

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N9FQ, A BEECH 200, HAD TAKEN OFF FROM RWY 19R AT JOHN WAYNE ARPT AT SANTA ANA, DEPARTED THE TRAFFIC PATTERN ON A RIGHT CROSSWIND LEG, & PROCEEDED NW TOWARD BURBANK. N732BP, A C-210L, WAS ON A LOCAL TRAINING FLT OUT OF SANTA ANA & HAD JUST COMPLETED PRACTICE LANDINGS AT CHINO ARPT. ACCORDING TO THE PLT OF THE BEECH 200, AT APPROXIMATELY 3,300 FT IN STRAIGHT & LEVEL FLT ON A HEADING OF 290 DEG AT APPROXIMATELY 170 KTS, HE OBSERVED AN ACFT HIT HIS RIGHT WING. HE SUBSEQUENTLY RETURNED TO JOHN WAYNE ARPT & LANDED WITHOUT FURTHER INCIDENT. NEITHER ACFT WAS IN COMMUNICATION WITH ANY FAA FACILITY AT THE TIME OF THE COLLISION. THE COLLISION OCCURRED AT A LAT OF 33-42N & LONG OF 117-59W.



Brief of Accident (Continued)

File No. - 1690

9/17/82

HUNTINGTON BEACH, CA

A/C Reg. No. N732BP

Time (Lc1) - 1641 PDT

-----  
Occurrence                MIDAIR COLLISION

Phase of Operation      CRUISE - NORMAL

Finding(s)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1690      9/17/82      HUNTINGTON BEACH,CA      A/C Reg. No. N9FQ      Time (Lcl) - 1641 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0
2	0	0	0

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

Fire      Crew      0  
NONE      Pass      0  
Other      2

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

Make/Model      - BEECH 200  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 12500  
No. of Seats      - 10

Eng Make/Model      - P&W PT6A-41  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 850 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/004 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - 5000 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SANTA ANA,CA  
Destination  
BURBANK,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND,SE SEA

Age - 33

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	9700	Last 24 Hrs	-	2
Make/Model	-	208	Last 30 Days	-	UNK/NR
Instrument	-	335	Last 90 Days	-	147
Multi-Eng	-	3000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N9FQ, A BEECH 200, HAD TAKEN OFF FROM RWY 19R AT JOHN WAYNE ARPT AT SANTA ANA, DEPARTED THE TRAFFIC PATTERN ON A RIGHT CROSSWIND LEG, & PROCEEDED NW TOWARD BURBANK. N732BP, A C-210L, WAS ON A LOCAL TRAINING FLT OUT OF SANTA ANA & HAD JUST COMPLETED PRACTICE LANDINGS AT CHINO ARPT. ACCORDING TO THE PLT OF THE BEECH 200, AT APPROXIMATELY 3,300 FT IN STRAIGHT & LEVEL FLT ON A HEADING OF 290 DEG AT APPROXIMATELY 170 KTS, HE OBSERVED AN ACFT HIT HIS RIGHT WING. HE SUBSEQUENTLY RETURNED TO JOHN WAYNE ARPT & LANDED WITHOUT FURTHER INCIDENT. NEITHER ACFT WAS IN COMMUNICATION WITH ANY FAA FACILITY AT THE TIME OF THE COLLISION. THE COLLISION OCCURRED AT A LAT OF 33-42N & LONG OF 117-59W.

Brief of Accident (Continued)

File No. - 1690

9/17/82

HUNTINGTON BEACH, CA

A/C Reg. No. N9FQ

Time (Lc1) - 1641 PDT

-----  
Occurrence            MIDAIR COLLISION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1695      9/21/82      MALIBU,CA      A/C Reg. No. N8094F      Time (Lcl) - 1521 PDT

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

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

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

Make/Model	- PIPER PA-28RT-201T	Eng Make/Model	- CONTINENTAL TSIO-360-FBI	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	
Method	- N/A	SANTA MONICA,CA	
Completeness	- N/A	Destination	
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 270/010 KTS	Runway Ident	- N/A
Visibility	- 15.0 SM	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface	- N/A
Cloud Conditions(2nd)	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
CFI,ATP	Current - YES	Total	- 2818
SE LAND,ME LAND	Months Since - 14	Make/Model	- 810
	Aircraft Type - PA-44	Instrument	- 197
		Multi-Eng	- 870
		Last 24 Hrs	- 7
		Last 30 Days	- 98
		Last 90 Days	- 127

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG SEIZED APPROXIMATELY 3500 FT & THE ACFT WAS DITCHED OFF THE BEACH. THE RIGHT MAG DISTRIBUTOR BLOCK SHOWED EVIDENCE OF CARBON TRACKING & CROSS FIRING. NEITHER END OF THE RIGHT MAG HAD BREATHER PLUGS INSTALLED. ALL SPARK PLUGS WERE EXCESSIVELY FOULED & SEVERELY ERODED. SPRINGS ON THE SPARK PLUGS LEADS WERE BURNED & DIRTY. THE #1 CONROD WAS SPLIT LENGTHWISE & WAS IN SEVERAL PIECES. EXAMINATION OF THE LOG BOOK SHOWED IMPROPER MAINTENANCE PRACTICES SUCH AS OVERHAULING A CYLINDER & INSTALLING DETERGENT TYPE OIL. NO EVIDENCE OF COMPLIANCE WITH TELEDYNE SERVICE BULLETIN #612 COULD BE FOUND. THIS BULLETIN RECOMMENDS PERIODIC MAINTENANCE PROCEDURES TO ESTABLISH CLEANING & INSPECTION GUIDELINES GOVERNING BENDIX MAGNETOS & IGNITION HARNESSSES.

Brief of Accident (Continued)

File No. - 1695

9/21/82

MALIBU,CA

A/C Reg. No. N8094F

Time (Lcl) - 1521 PDT

---

Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - INOPERATIVE
  2. IGNITION SYSTEM,DISTRIBUTOR - SHORTED
  3. IGNITION SYSTEM,SPARK PLUG - CORRODED
  4. INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
  5. SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
  6. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
- 

Occurrence #2            DITCHING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1659      6/22/82      DURANGO, CO      A/C Reg. No. N31912      Time (Lcl) - 1800 MDT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries	
ON-DEMAND AIR TAXI	SUBSTANTIAL		Serious	Minor
Type of Operation -	Fire	0	0	0
Flight Conducted Under -14 CFR 91.	ON GROUND	Crew 0		1
Accident Occurred During -CLIMB		Pass 0	0	0
				3

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540-51AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COLORADO SPRINGS, CO	DURANGO LAPLATA CO.
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 75.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9200/ 150
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 20000 FT SCATTERED	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1353
SE LAND,ME LAND	Months Since - 1	Make/Model- 310
	Aircraft Type - UNK/NR	Instrument- 65
		Multi-Eng - 200
		Last 24 Hrs - 3
		Last 30 Days- 0
		Last 90 Days- 218

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT AFTER TAKING OFF, DENSE WHITE SMOKE BEGAN TO FILL THE COCKPIT AND SEEMED TO COME FROM UNDER THE INSTRUMENT PANEL. HE STATED THAT THE INSTRUMENTS WERE IN THE NORMAL OPERATING RANGE, BUT THE SMOKE BECAME SO DENSE THAT THE VISIBILITY IN THE COCKPIT WAS REDUCED TO A FEW INCHES. THE PASSENGER IN THE RIGHT FRONT SEAT WAS ALSO A PILOT AND ASSISTED IN NAVIGATING BACK TO THE AIRPORT. THE AIRCRAFT WAS LANDED DOWNWIND ON RUNWAY 20, AND AFTER TOUCHDOWN, THE NOSE GEAR COLLAPSED. AN EXAMINATION REVEALED THAT A TURBOCHARGER EXHAUST COUPLING HAD FAILED AND ALLOWED HOT EXHAUST GASES TO EXPEL INTO THE ENGINE COMPARTMENT. THE OIL PRESSURE HOSE LINE MELTED AND OIL WAS SPRAYED ONTO THE TURBOCHARGER AND MIXED WITH THE HOT GASES AND BURNED. THE SMOKE ENTERED THE COCKPIT THROUGH THE VENT BENEATH THE INSTRUMENT PANEL. AN EXAMINATION OF THE NOSE GEAR REVEALED THAT THE GEAR DOWN LOCK SPRINGS WERE DAMAGED BY FIRE, THUS ALLOWING THE NOSE GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 1659

6/22/82

DURANGO, CO

A/C Reg. No. N31912

Time (Lcl) - 1800 MDT

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

Finding(s)

1. EXHAUST SYSTEM, CLAMP - FAILURE, TOTAL
2. EXHAUST SYSTEM, TURBOCHARGER - LEAK
3. LUBRICATING SYSTEM, OIL LINE - OVERTEMPERATURE
4. FLUID, OIL - LEAK

Occurrence #2 FIRE  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

5. FUSELAGE, CREW COMPARTMENT - SMOKE

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

Finding(s)

6. WEATHER CONDITION - TAILWIND

Occurrence #4 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, GEAR LOCKING MECHANISM - OVERTEMPERATURE
8. LANDING GEAR, GEAR LOCKING MECHANISM - NOT ENGAGED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1711      8/16/82      15MI. NE OF CHROMO,CO      A/C Reg. No. N3072Z      Time (Lcl) - 0600 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - PIPER PA-28RT-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
MESA,AZ  
Destination  
IMPERIAL,NE

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 - DRY  
ROUGH

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

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

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 711  
Last 24 Hrs - 3  
Make/Model- 75  
Last 30 Days- 0  
Instrument- 114  
Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE ENGINE BEGAN TO LOSE POWER, AND SUBSEQUENTLY, THERE WAS A TOTAL POWER LOSS. THE PILOT LANDED IN A SMALL CLEARING, BUT DURING THE LANDING ROLL, THE RIGHT MAIN GEAR HIT A LARGE ROCK. THE GEAR FAILED AND PUNCTURED A HOLE IN THE FUEL TANK. THE AIRCRAFT STOPPED NEAR THE EDGE OF A CLIFF. THE PILOT REPORTED THAT AFTER STOPPING, HE SAW A TRAIL OF FLAME ABOUT 8 INCHES WIDE HEADING TOWARD THE PLANE. HE STATED THAT HE JUMPED OUT OVER THE WING AND DOWN THE CLIFF, THEN A FEW MOMENTS LATER THERE WERE 2 LOUD EXPLOSIONS. THE AIRCRAFT WAS COMPLETELY DESTROYED BY A POST CRASH FIRE. THE PILOT STAYED WITH THE PLANE UNTIL THE NEXT DAY, THEN ELECTED TO WALK OUT. HE REPORTED BECOMING DISORIENTED AND SPENT 3 DAYS IN THE MOUNTAINS BEFORE REACHING HELP. THE PLANE CRASHED AT AN ELEVATION OF ABOUT 9500 FT.



Brief of Accident (Continued)

File No. - 1711

8/16/82

15MI. NE OF CHROMO,CO

A/C Reg. No. N3072Z

Time (Lcl) - 0600 MDT

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. OBJECT - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH TERRAIN
5. TERRAIN CONDITION - ROUGH/UNEVEN

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.

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1682

12/07/82

LARKSPUR, CO

A/C Reg. No. N2752Y

Time (Lc1) - 2158 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - BELL 206B  
Landing Gear - SKID  
Max Gross Wt - 3200  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 420 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 - IMC

Wind Dir/Speed- 240/007 KTS  
Visibility - 8.0 SM  
Cloud Conditions(1st) - 1100 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - SNOW SHOWER  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
BROOMFIELD, CO  
Destination  
PUEBLO, CO

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - B-206B

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

Total	-	2011	Last 24 Hrs -	0
Make/Model-	1920	Last 30 Days-	27	
Instrument-	0	Last 90 Days-	167	
		Rotorcraft -	2007	

Instrument Rating(s) - NONE

-----Narrative-----

N2752Y, A BELL 206B HELICOPTER, CRASHED IN HILLY TERRAIN WHILE ON A FLT TO OBTAIN VIDEO TAPE NEWS OF AN AIRCRAFT ACCIDENT. PLT WAS WARNED BY FBO PERSONNEL OF ADVERSE WX CONDITIONS. ANOTHER PLT WHO HAD JUST LANDED TRIED TO PERSUADE THE PLT NOT TO FLY. AFTER DEPARTING WITH A SPECIAL VFR CLEARANCE, RADAR ADVISORIES WERE PROVIDED UNTIL TERRAIN PRECLUDED RADAR TRACKING. WITNESSES ALONG A HIGHWAY OBSERVED THE ACFT WITH THE LANDING LIGHT ON IN SNOW & FOG. ONE WITNESS FOLLOWED THE ACFT APRX 20 MIN & ESTIMATED ITS ALTITUDE WAS 50 TO 100 FT AGL & THE SPEED WAS 40 MPH. SOME MOTORISTS REPORTED ICE ON THEIR WINDSHIELDS. THE ACFT WAS FOUND THE NEXT MORNING NEAR THE TOP & ON THE FAR SIDE OF A KNOLL THAT IT HAD CROSSED. IT HAD CRASHED IN A STEEP RIGHT BANK. THE ALCOHOL LEVEL OF A SAMPLE OF THE PLT'S BLOOD WAS 0.093%. NO PREIMPACT MECHANICAL MALFUNCTIONS OR FAILURES WERE FOUND. WX DATA ABOVE WAS THE 2145 MST OBSERVATION AT ARAPAHOE. COUNTY ARPT LOCATED 33 MI NORTH OF THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1682

12/07/82

LARKSPUR, CO

A/C Reg. No. N2752Y

Time (Lc1) - 2158 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
8. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
9. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
10. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1607      3/11/82      BLOOMFIELD,CT      A/C Reg. No. N7721X      Time (Lcl) - 1145 EST

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

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

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

Make/Model - CESSNA T337C	Eng Make/Model - CONTINENTAL TSIO-360A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BAR HARBOR,ME	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BRIDGEPORT,CT	BRADLEY INT'L AIRPORT
Wind Dir/Speed- 130/002 KTS	ATC/Airspace	Runway Ident - 06
Visibility - .400 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9502/ 220
Cloud Conditions(1st) - 300 FT PART OBSC	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 400 FT OVERCAST	Type Approach Flown - ILS - COMPLETE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - UNK/NR	Total - 1924
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 312
		Last 90 Days- UNK/NR
		Multi-Eng - 1602

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0630 & 0800 THE PLT RECEIVED WX BRIEFING FOR AN IFR FLT TO BRIDGEPORT, CT & WAS ADVISED OF FLT PRECAUTIONS FOR ICING, LOW CEILINGS & VISIBILITIES. THE FLT DEPARTED AT 0907. AT 1118 THE PLT DIVERTED TO WINDSOR LOCKS FOR LANDING AT BRADLEY INTL ARPT BECAUSE OF REPORTED WEATHER BELOW LANDING MINIMUMS AT HIS DESTINATION & ALTERNATE, WHITE PLAINS, NY. THE FLT WAS VECTORED FOR AN ILS RWY 06 APPROACH. AFTER PASSING THE OUTER MARKER INBOUND, BRADLEY TOWER RECEIVED A LOW ALTITUDE ALERT AT AN ALTITUDE OF 1900 FT FOR THE ACFT. THE CONTROLLER ADVISED THE PLT OF THE ALERT & RECEIVED AN UNINTELLIGIBLE REPLY, FOLLOWED BY "I'M FIGHTING." THE CONTROLLER OBSERVED THE ACFT TURN SLIGHTLY TO THE LEFT & THEN MAKE A CIRCLE TO THE RIGHT. GROUND WITNESSES OBSERVED THE ACFT MANEUVERING AT TREE-TOP LEVEL. THE ACFT CAME TO REST ORIENTED ON A 355 DEG MAGNETIC HEADING & LOCATED ON THE EXTENDED APPROXIMATE CENTERLINE OF 3.5 MI SOUTHWEST FROM THE APPROACH END OF RWY 06.

Brief of Accident (Continued)

File No. - 1607

3/11/82

BLOOMFIELD, CT

A/C Reg. No. N7721X

Time (Lc1) - 1145 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. DECISION HEIGHT - BELOW - 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. - 1614

7/23/82

ANSONIA, CT

A/C Reg. No. N7291S

Time (Lcl) - 1830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 150H

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - UNK/NR

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR/012 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

BRIDGEPORT, CT

Destination

Airport Proximity

ON AIRPORT

Airport Data

ANSONIA

Runway Ident - 17

Runway Lth/Wid - 1750/ 250

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Age - 33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - NO

Total - 1359

Last 24 Hrs - 0

SE LAND

Months Since - UNK/NR

Make/Model- 1

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 223

Last 90 Days- 0

Multi-Eng - 697

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW TO ANOTHER LOCAL AIRPORT TO PRACTICE TOUCH AND GO LANDINGS. DURING THE TAKEOFF FROM THE 1750 FOOT RUNWAY THE AIRCRAFT STALLED INTO THE TREES. THE PILOT STATED THAT THE AIRCRAFT SETTLED INTO THE TREE TOPS WHEN HE MANEUVERED TO AVOID POWER LINES.

Brief of Accident (Continued)

File No. - 1614

7/23/82

ANSONIA,CT

A/C Reg. No. N7291S

Time (Lc1) - 1830 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. TOUCH AND GO LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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) 2,4

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. - 1613      7/29/82      MADISON,CT      A/C Reg. No. N4547K      Time (Lc1) - 1020 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

Eng Make/Model      - LYCOMING O-360-AA4K  
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      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 270/012 KTS  
Visibility      - 15.0 SM  
Cloud Conditions(1st) - 4500 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BRIDGEPORT,CT  
Destination  
MADISON,CT

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

GRISWOLD  
Runway Ident      - 06  
Runway Lth/Wid      - 1863/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 35  
Biennial Flight Review  
Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 178  
Last 24 Hrs      - 0  
Make/Model- 22  
Last 30 Days- UNK/NR  
Instrument- 9  
Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE EXPERIENCED A SUDDEN WIND SHIFT WHEN OVER THE RUNWAY THRESHOLD. THE AIRCRAFT WAS LANDED TO THE RIGHT OF THE RUNWAY AFTER AN ATTEMPTED GO-AROUND WAS ABORTED BECAUSE OF TREES AND BUILDINGS AT THE DEPARTURE END/LEFT SIDE OF THE RUNWAY.



Brief of Accident (Continued)

File No. - 1613

7/29/82

MADISON,CT

A/C Reg. No. N4547K

Time (Lcl) - 1020 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND

Occurrence #2        NOSE GEAR COLLAPSED  
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) 2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1689      4/17/82      NEAR WESTBAY,FL      A/C Reg. No. N5186D      Time (Lcl) - 2024 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

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

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

ELT Installed/Activated      - YES/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- 210/002 KTS  
Visibility      - .750 SM  
Cloud Conditions(1st)      - 600 FT SCATTERED  
Cloud Conditions(2nd)      - 1000 FT SCATTERED  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
OCALA,FL  
Destination  
DESTIN,FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age      - 55  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - C-172

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

Total	- 72	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)      - NONE

-----Narrative-----

DURING THE WX BRIEFING THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED DUE TO LOW CEILINGS & VISIBILITIES JUST EAST OF PANAMA CITY & ALONG THE GULF COAST. AT 2015, APPROXIMATELY 28 MI SE OF DESTIN, THE PLT CONTACTED EGLIN APPROACH CONTROL(A/C) & WAS ADVISED THAT EGLIN A/C HAD NO WX CAPABILITY FOR DESTIN. SHORTLY THEREAFTER THE PLT WAS ADVISED THAT THE EGLIN CONTROL ZONE WAS IFR & WAS ASKED IF HE WAS IFR QUALIFIED. THE PLT STATED HE WAS NOT. THERE WERE NO FURTHER COMMUNICATIONS WITH THE PLT. THE ACFT THEN APPEARED TO BE IN AN ORBIT, & A FEW MINUTES LATER RADAR CONTACT WAS LOST. ON 4/27/82 THE PLT'S BODY WASHED ASHORE ON THE GULF COAST IN THE VICINTY OF THE ACFT'S LAST KNOWN POSITION. THE WRECKAGE WAS NOT RECOVERED & THE TWO PAX ARE MISSING & PRESUMED FATAL. THE PLT HAD RECEIVED HIS PRIVATE PLT CERTIFICATE ON 4/3/82.

Brief of Accident (Continued)

File No. - 1689

4/17/82

NEAR WESTBAY, FL

A/C Reg. No. N5186D

Time (Lc1) - 2024 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - HAZE
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. 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) 3,5,7,8

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. - 1688

6/21/82

RUSKIN,FL

A/C Reg. No. N2282U

Time (Lcl) - 1430 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - BRANTLY B-2B  
Landing Gear - SKID  
Max Gross Wt - 1670  
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
TAMPA,FL  
Destination  
VENICE,FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 230/012 KTS  
Visibility - 12.0 SM  
Cloud Conditions(1st) - 3000 FT SCATTERED  
Cloud Conditions(2nd) - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 55

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3472	Last 24 Hrs -	1
Make/Model-	197	Last 30 Days-	6	
Instrument-	488	Last 90 Days-	15	
Multi-Eng -	2735	Rotorcraft -	307	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED HEAVY VIBRATION FOLLOWED BY LOSS OF CONTROL OF THE ACFT. WITNESSES DESCRIBED THE ACFT IN ABRUPT CHANGES IN ATTITUDE. EXAM OF THE PITCH LINK ASSEMBLIES REVEALED FAILURE UNDER STATIC OVERLOAD CONDITIONS. A THIRD PITCH LINK ASSEMBLY WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 1688

6/21/82

RUSKIN, FL

A/C Reg. No. N2282U

Time (Lc1) - 1430 EDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, PITCH CHANGE ROD - OVERLOAD

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

Finding(s)

2. COLLECTIVE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1763      7/05/82      WEST OF CROSS CITY, FL      A/C Reg. No. N505HP      Time (Lc1) - 1901 EDT

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

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

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360F	ELT Installed/Activated - UNK/NR
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NASHVILLE, TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	VENICE, FL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 11
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1605 CDT, THE PILOT ACTIVATED HIS VFR FLIGHT PLAN FROM NASHVILLE, TN TO VENICE, FL. AT 1813, THE PILOT CONTACTED TALLAHASSEE FSS AND WAS BRIEFED ON THE WEATHER CONDITIONS TO SARASOTA, FL. THIS WAS THE LAST KNOWN RADIO COMMUNICATION WITH THE AIRCRAFT. A RADAR CONTROLLER AT JACKSONVILLE CENTER OBSERVED A TRACK ALONG AIRWAY V-97 THAT MATCHED THE PILOT'S INTENDED ROUTE. HOWEVER, THE PILOT WAS NOT IN RADIO CONTACT WITH JACKSONVILLE CENTER. LATER, A COMPUTER READOUT OF THE RADAR INFORMATION SHOWED THAT THE FLIGHT PATH AND ALTITUDE OF THE ASSUMED AIRCRAFT BECAME ERRATIC AS IT CONTINUED OVER THE GULF OF MEXICO. IT CONTINUED TO THE VICINITY OF LICKS INTERSECTION WHERE IT DISAPPEARED FROM THE RADAR IN AN AREA OF THUNDERSTORM ACTIVITY. THE CAP INITIATED A SEARCH WHICH WAS CONTINUED UNTIL 7/11/82 WITH NEGATIVE RESULTS. THE AIRCRAFT WAS PRESUMED TO HAVE BEEN DESTROYED AND THE OCCUPANTS WERE PRESUMED DECEASED.

Brief of Accident (Continued)

File No. - 1763

7/05/82

WEST OF CROSS CITY, FL

A/C Reg. No. N505HP

Time (Lc1) - 1901 EDT

-----  
Occurrence            MISSING AIRCRAFT  
Phase of Operation    CRUISE - 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. - 1648      7/27/82      TAMPA, FL

A/C Reg. No. N553PA

Time (Lcl) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Pass  
NONE      0      0

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

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

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 130/012 KTS  
Visibility      - 7.0 SM  
Cloud Conditions(1st) - 4000 FT SCATTERED  
Cloud Conditions(2nd) - 5000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CLEARWATER, FL  
Destination  
TAMPA, FL

Airport Proximity  
ON AIRPORT

Airport Data

VANDENBERG  
Runway Ident      - 18  
Runway Lth/Wid      - 3260/ 65  
Runway Surface      - MACADAM  
Runway Status      - WET

ATC/Airspace

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

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

Pilot-In-Command

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1505
Last 24 Hrs	4
Last 30 Days	UNK/NR
Last 90 Days	193
Make/Model	129
Instrument	165
Multi-Eng	509

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING LONG THE PLT REALIZED THAT THE ACFT COULD NOT BE STOPPED ON THE RWY REMAINING & APPLIED POWER FOR A GO-AROUND. HE THEN BECAME AWARE THAT THE ACFT WOULD NOT CLEAR OBSTRUCTIONS BEYOND THE RWY END & ABORTED THE GO-AROUND ATTEMPT. THE ACFT CAME TO REST IN A DITCH BEYOND THE END OF THE RWY.



Brief of Accident (Continued)

File No. - 1648

7/27/82

TAMPA, FL

A/C Reg. No. N553PA

Time (Lc1) - 1715 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. WEATHER CONDITION - TAILWIND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH

Occurrence #3        NOSE 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) 1,2,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1656

7/28/82

PLYMOUTH, FL

A/C Reg. No. N2334C

Time (Lcl) - 0134 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA R182  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 290/004 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - 10000 FT BROKEN  
Cloud Conditions(2nd) - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
PENSACOLA, FL  
Destination  
ORLANDO, FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 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	180
Last 24 Hrs	4
Make/Model-	33
Instrument-	3
Last 30 Days-	UNK/NR
Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD A FLIGHT OF OVER 4 HOURS TOTAL WITH ONE ENROUTE STOP. AT THIS STOP THE PILOT DID NOT REFUEL. AFTER 2 HOURS AND 9 MINUTES OF RETURN FLIGHT THE ENG LOST POWER & THE PLT MADE A WHEELS UP LANDING ON A HIGHWAY.

Brief of Accident (Continued)

File No. - 1656

7/28/82

PLYMOUTH, FL

A/C Reg. No. N2334C

Time (Lcl) - 0134 EDT

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

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL SUPPLY - NOT MAINTAINED - 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. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1701      8/01/82      ORLANDO, FL      A/C Reg. No. N9109V      Time (Lcl) - 0645 EDT

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

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

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
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	ON AIRPORT
Method - UNK/NR	ORLANDO, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BAHAMA ISLANDS, VI	MAGUIRE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2430/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		HOLES
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 296
SE LAND	Months Since - 9	Make/Model- 296
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT RAIN HAD OCCURRED ON THE PREVIOUS NIGHT AND THERE WAS WATER ON THE 2430 FT GRASS RUNWAY. HE REPORTED THAT DURING ROTATION, THE AIRCRAFT HIT THE WATER AND LOST AIRSPEED. SUBSEQUENTLY, THE AIRCRAFT FAILED TO GAIN SUFFICIENT ALTITUDE TO CLEAR TREES BEYOND THE END OF THE RUNWAY. IT STRUCK AN ORANGE TREE AND CRASHED.

Brief of Accident (Continued)

File No. - 1701

8/01/82

ORLANDO, FL

A/C Reg. No. N9109V

Time (Lcl) - 0645 EDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

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. - 1777      8/07/82      VERO BEACH, FL      A/C Reg. No. N2406D      Time (Lcl) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER	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/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		NEW HIBISCUS
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 160
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 2500 FT SCATTERED	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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 61
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-38	Make/Model- 61
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON AN INSTRUCTIONAL FLIGHT WHEN HE FLEW TO ANDTHER AIRPORT TO PRACTICE GRASS FIELD LANDINGS. ACCORDING TO THE 1450 EDT WEATHER REPORT FROM VERO BEACH, THE WIND WAS FROM 110 DEGREES AT 10 KTS AND THE TEMPERATURE WAS 90 DEGREES. DURING A TOUCH-AND-GO LANDING, THE PILOT ELECTED TO ABORT THE TAKEOFF, WHEN THE AIRCRAFT WOULD NOT LIFT-OFF. HOWEVER, HE OBSERVED A DITCH AT THE END OF THE RUNWAY AND LEFT THE POWER ON TO JUMP THE DITCH. THE AIRCRAFT COLLIDED WITH ORANGE TREES.

Brief of Accident (Continued)

File No. - 1777

8/07/82

VERO BEACH, FL

A/C Reg. No. N2406D

Time (Lc1) - 1530 EDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - CROSSWIND
3. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1774      8/08/82      CEDAR KEY, FL      A/C Reg. No. N8876E      Time (Lc1) - 0930 EDT

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

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

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

Make/Model	- PIPER PA 28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	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	- BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	JACKSONVILLE, FL		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	CEDAR KEY, FL	LEWIS FIELD	
Wind Dir/Speed	- 150/005 KTS		Runway Ident	- 23
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 2400/ 100
Cloud Conditions(1st)	- 25000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Approach Flown	- VISUAL FULL CIRCUIT	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 76	Last 24 Hrs - 0
SE LAND	Months Since - 2	Make/Model - 4	Last 30 Days - 6
	Aircraft Type - PA-28	Instrument - 0	Last 90 Days - 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT RECEIVED INFORMATION FROM A DEPARTING AIRCRAFT THAT THERE WAS A 10 TO 15 KT CROSSWIND FAVORING RUNWAY 23. HE WENT AROUND ON HIS FIRST APPROACH WHEN THE AIRCRAFT WAS TOO HIGH. ON THE SECOND ATTEMPT TO LAND, THE AIRCRAFT WAS FLOATING, SO THE PILOT WENT AROUND AGAIN. REPORTEDLY ON THE THIRD APPROACH, THE AIRCRAFT TOUCHED DOWN ABOUT 400 FT DOWN THE 2400 FT RUNWAY, BUT THE PLANE VEERED TO THE LEFT WHEN THE PILOT "HIT" THE BRAKES. HE EASED UP ON THE LEFT BRAKE SO THAT HE COULD STAY ON THE RUNWAY. SUBSEQUENTLY, THE PLANE RAN OFF THE END OF THE RUNWAY, ENCOUNTERED UNEVEN TERRAIN, AND CAME TO REST PARTIALLY SUBMERGED IN SALT WATER.



Brief of Accident (Continued)

File No. - 1774

8/08/82

CEDAR KEY, FL

A/C Reg. No. N8876E

Time (Lcl) - 0930 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

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

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) 2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1762      8/10/82      MOORE HAVEN, FL      A/C Reg. No. N68266      Time (Lcl) - 1510 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      -INSTRUCTIONAL - SOLO  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - CESSNA      172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
LAKELAND, FL  
Destination  
FT. PIERCE, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 110/010 KTS  
Visibility      - 12.0      SM  
Cloud Conditions(1st) - 2800 FT SCATTERED  
Cloud Conditions(2nd) - 30000 FT SCATTERED  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 17

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 95
Make/Model-	53
Instrument-	1
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON THE RETURN PORTION OF A CROSS-COUNTRY FLIGHT WHEN SHE DEVIATED TO AVOID WEATHER. SHE TRIED TO CIRCUMNAVIGATE AROUND LAKE OKEECHOBEE, BUT IN HER OPINION, THE WEATHER BEGAN TO CLOSE IN WITH THE VISIBILITY DECREASING IN HEAVY RAIN. SHE ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD TO WAIT FOR THE WEATHER TO IMPROVE. WHILE LANDING, THE AIRCRAFT ENCOUNTERED SOFT TERRAIN, THE NOSE GEAR COLLAPSED, AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1762

8/10/82

MOORE HAVEN, FL

A/C Reg. No. N68266

Time (Lcl) - 1510 EDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
  4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  6. TERRAIN CONDITION - WET
  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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1770      8/11/82      MIAMI, FL

A/C Reg. No. N7891S

Time (Lcl) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation      -INSTRUCTIONAL - DUAL

Flight Conducted Under      -14 CFR 91

Fire  
NONE

Accident Occurred During      -HOVER

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

Make/Model      - BELL 206B

Landing Gear      - SKID

Max Gross Wt      - 3200

No. of Seats      - 5

Eng Make/Model      - ALLISON 250-C20

Number Engines      - 1

Engine Type      - TURBOSHAFT

Rated Power      - 317 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- 060/003 KTS

Visibility      - 10.0 SM

Cloud Conditions(1st) - 2500 FT SCATTERED

Cloud Conditions(2nd) - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

TAMIAMI, FL

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OPALOCKA WEST

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

HELICOPTER

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      - 4000

Make/Model- 500

Instrument- UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 300

Rotorcraft - 4000

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS AN INSTRUCTIONAL FLIGHT FOR RECURRENT TRAINING AND INVOLVED AN EXTERNAL LOAD OPERATION WITH A 10 FT LINE. WHILE PREPARING TO PICK UP AN 800 LB LOAD, THE HELICOPTER WAS MANEUVERED OVER THE OBJECT WITH SLACK IN THE LINE. THE INSTRUCTOR OBSERVED THAT THE HELICOPTER BEGAN DRIFTING TO THE RIGHT AND ADVISED THE OTHER PILOT TO TAKE CORRECTIVE ACTION. THE INSTRUCTOR BELIEVED THAT THE OTHER PILOT APPLIED LEFT CYCLIC, BUT ALSO PULLED UP ON THE COLLECTIVE. THE INSTRUCTOR REPORTED THAT HIS ACTION WAS TO PULL THE MANUAL RELEASE AND TRY TO MAKE A CORRECTION WITH THE FLIGHT CONTROLS. THE LOAD DID NOT RELEASE, AND SUBSEQUENTLY, THE HELICOPTER ROLLED TO THE RIGHT, STRIKING THE GROUND. AN INVESTIGATION REVEALED NO PREIMPACT AIRFRAME OR ENGINE FAILURE. THE EXTERNAL LOAD RELEASES (ELECTRICAL AND MECHANICAL) WERE CHECKED AND BOTH OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1770

8/11/82

MIAMI, FL

A/C Reg. No. N7891S

Time (Lcl) - 1030 EDT

Occurrence            ROLL OVER  
Phase of Operation    HOVER

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND(CFI)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1749      8/20/82      MIAMI, FL      A/C Reg. No. N366DJ      Time (Lc1) - 1900 EDT

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

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

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435	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 - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OPA LOCKA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		OPA LOCKA
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- SMOKE		
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)
ATP,CFI	Current - YES	Total - 3668
SE LAND, ME LAND	Months Since - 7	Make/Model- 75
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 284
		Multi-Eng - 450
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 112
		Rotorcraft - 1888

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS PRACTICING AN AUTOROTATIVE LANDING, HE STARTED TO FLARE A BIT TOO HIGH. HE STATED THAT THE HELICOPTER TOUCHED DOWN HARDER THAN NORMAL AND THE MAIN ROTOR BLADES FLEXED DOWNWARD AND SWEEP ACROSS THE TAIL BOOM. SUBSEQUENTLY, THE TAIL ROTOR DRIVE SHAFT FAILED AT THE AFT END AND THE MAIN ROTOR AND TAIL ROTOR BLADES WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1749

8/20/82

MIAMI, FL

A/C Reg. No. N366DJ

Time (Lc1) - 1900 EDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - PERFORMED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1775      8/20/82      ORLANDO, FL      A/C Reg. No. N6140S      Time (Lcl) - 0920 EDT

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

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

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

Make/Model	- AIR & SPACE 18A	Eng Make/Model	- LYCOMING O-360-A1D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	ORLANDO EXECUTIVE	
Wind Dir/Speed	- 180/004 KTS	Runway Ident	- 13
Visibility	- 15.0 SM	Runway Lth/Wid	- 4620/ 100
Cloud Conditions(1st)	- 25000 FT SCATTERED	Runway Surface	- MACADAM
Cloud Conditions(2nd)	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 108	Last 24 Hrs - 0
	Months Since - N/A	Make/Model- 39	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 3
			Rotorcraft - 107

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE GYROCOPTER LIFTED OFF TO ONLY ABOUT 3 FT, INSTEAD OF THE USUAL 10 TO 15 FT. IT THEN SETTLED BACK TO THE RUNWAY AND ENCOUNTERED A GROUND RESONANT CONDITION. THE PILOT STATED THAT ONCE THE WHEELS WERE CARRYING THE WEIGHT, THE BLADES WOULD UNLOAD, THEN THEY WOULD "PITCH HIGH" AND SLOW DOWN. REPORTEDLY, WHEN THIS CONDITION WAS COUPLED WITH THE FAST FORWARD VELOCITY, A RESONANT VIBRATION OCCURRED. THE CONDITION BECAME PROGRESSIVELY WORSE UNTIL THE LEFT GEAR FAILED AND THE GYROCOPTER ROLLED OVER. THE PILOT BELIEVED THAT THE ACCIDENT WOULD NOT HAVE OCCURRED IF HE HAD ABORTED THE TAKEOFF WHEN THE AIRCRAFT SETTLED BACK ONTO THE RUNWAY.



Brief of Accident (Continued)

File No. - 1775

8/20/82

ORLANDO, FL

A/C Reg. No. N6140S

Time (Lc1) - 0920 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    TAKEOFF

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

Occurrence #3        ROLL OVER  
Phase of Operation    TAKEOFF

-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1778

8/31/82

MADISON, FL

A/C Reg. No. N59998

Time (Lcl) - 1530 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 -CROP CONTROL RELATED FLIGHT

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - BOEING A75N1

Eng Make/Model - P & W R-985-AN-1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3000

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

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- 060/006 KTS

Visibility - 10.0 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

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11500

Make/Model- 3040

Instrument- 823

Multi-Eng - 3500

Last 24 Hrs - 12

Last 30 Days- UNK/NR

Last 90 Days- 216

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING TO THE AIRPORT, THE ENGINE LOST POWER. THE PILOT LANDED LONG IN A PASTURE TO AVOID COWS, AND THEN WAS UNABLE TO STOP BEFORE HITTING A FENCE. THE PILOT REPORTED THAT THE MIXTURE LINKAGE BECAME DISCONNECTED. AFTER THE ACCIDENT, THE LINKAGE WAS RECONNECTED AND THE ENGINE WAS STARTED. HOWEVER, THE ENGINES STOPPED RUNNING ABOUT TWO MINUTES LATER WHEN NO FUEL WAS REMAINING IN THE TANKS. IT WAS NOT KNOWN WHETHER THE FUEL TANKS HAD BEEN DRAINED PRIOR TO THE ENGINE RUN-UP.

Brief of Accident (Continued)

File No. - 1778

8/31/82

MADISON, FL

A/C Reg. No. N59998

Time (Lc1) - 1530 EDT

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

Finding(s)  
1. UNDETERMINED

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

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

Finding(s)  
2. OBJECT - ANIMAL(S)  
3. MANEUVER - PERFORMED - PILOT IN COMMAND  
4. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1693      3/23/82      CARROLLTON,GA      A/C Reg. No. N50468      Time (Lcl) - 1755 EST

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

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

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

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-320-E2B	ELT Installed/Activated - YES/YES
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 - 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		WEST GEORGIA REGIONAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10800
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - LEARJET	Make/Model- 120
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 90
		Rotorcraft - 55
		Multi-Eng - 8570

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT COMPLETED A TOUCH & GO & WAS CLIMBING OUT WHEN THE INSTRUCTOR TOOK CONTROL. HE TOLD THE STUDENT THAT HE WAS GOING TO SHOW HIM WHAT TO DO IF THE ENG QUIT SHORTLY AFTER TAKEOFF. AT 150-180 FT ABOVE THE RWY NEAR THE UPWIND NUMBERS THE INSTRUCTOR CUT THE POWER TO IDLE, INITIATED A TURN TO THE RIGHT TO OFFSET FROM THE RWY & THEN BEGAN A SLIPPING LEFT TURN BACK TOWARD THE RWY IN AN ATTEMPT TO LAND DOWNWIND. THE ACFT DEVELOPED A HIGH SINK RATE AS IT APPROACHED A POSITION PERPENDICULAR TO THE RWY. THE INSTRUCTOR ADDED FULL POWER TO ARREST THE DESCENT BUT THE ACFT STRUCK THE RWY WINGS LEVEL. THE PLT STATED THAT THE ENG FELT LIKE IT LOADED UP & DID NOT DEVELOP POWER IMMEDIATELY AS HE ADVANCED THE THROTTLE. EXAMINATION OF THE FUEL INJECTION SERVO REVEALED EVIDENCE OF INTERNAL LEAKAGE ALTHOUGH THE UNIT OPERATED NORMALLY ON A TEST BENCH. INTERNAL LEAKAGE COULD CAUSE HESITATION OR LOADING UP UNDER CERTAIN CONDITIONS.

Brief of Accident (Continued)

File No. - 1693

3/23/82

CARROLLTON,GA

A/C Reg. No. N50468

Time (Lc1) - 1755 EST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
  2. FUEL SYSTEM,INJECTOR - LEAK
- 

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

Finding(s)

3. MANEUVER - PERFORMED - PILOT IN COMMAND
  4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1718      8/22/82      BATESVILLE, GA      A/C Reg. No. N9398G      Time (Lcl) - 1045 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      Crew      0  
NONE      Pass      0

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

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

Eng Make/Model      - CONTINENTAL O-470-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- 070/011 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

Airport Proximity  
ON AIRSTRIIP

Airport Data

KING SKY RANCH  
Runway Ident      - 03  
Runway Lth/Wid      - 1600/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

ATC/Airspace

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

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

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

Age      - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 684      Last 24 Hrs      - 1  
Make/Model- 468      Last 30 Days- UNK/NR  
Instrument- 136      Last 90 Days- 9  
Multi-Eng      - 18

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING, HE FLARED NORMALLY AT WHAT HE PERCEIVED TO BE THE RUNWAY THRESHOLD. HE WAS SURPRISED WHEN HE TOUCHED DOWN HARD ON AN UPSLOPE, ABOUT 15 FEET SHORT OF THE MARKED THRESHOLD AND SEVERAL FEET BELOW THE RUNWAY LEVEL. THE NOSE GEAR WAS SHEARED OFF AND THE FUSELAGE WAS SUBSTANTIALLY DAMAGED. THE PILOT REPORTED THAT THE SLOPING AREA BEYOND THE END OF THE RUNWAY HAD RECENTLY BEEN MOWED. DESPITE THE PAINTED MARKERS, HE WAS NOT CONVINCED, IN FLIGHT, THAT THE RUNWAY DID NOT BEGIN WHERE THE GRASS HAD BEEN CUT ON THE UPSLOPE.

Brief of Accident (Continued)

File No. - 1718

8/22/82

BATESVILLE,GA

A/C Reg. No. N9398G

Time (Lc1) - 1045 EDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3.       IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - RISING
- 

----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. - 1755      8/28/82      PERRY, GA      A/C Reg. No. N1586V      Time (Lcl) - 2054 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	JESSUP, GA	
Completeness	Destination	Airport Data
Basic Weather	PERRY, GA	PERRY-FORT VALLEY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 36
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- RADAR ADVISORIES	- 5000/ 100
Obstructions to Vision	Type Approach Flown	- ASPHALT
Precipitation	- NONE	Runway Status
Condition of Light		- DRY

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	Total	- 85
SE LAND	Months Since	Make/Model	- 7
	Aircraft Type	Instrument	- 2
		Last 24 Hrs	- 7
		Last 30 Days	- UNK/NR
		Last 90 Days	- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED PERRY, GA ON A SOLO CROSS-COUNTRY FLIGHT TO AUGUSTA AND JESSUP, GA. HE WAS EXPECTED TO RETURN TO PERRY AT ABOUT 1600 EDT. THE FLIGHT PROGRESSED UNEVENTFULLY TO JESSUP WHERE IT WAS DELAYED BY A THUNDERSTORM. AFTER DEPARTING JESSUP, THE PILOT BECAME LOST AND REQUESTED ASSISTANCE FROM MACON APPROACH CONTROL. SUBSEQUENTLY, THE STUDENT RETURNED TO PERRY AFTER NIGHT FALL HE ENTERED THE TRAFFIC PATTERN FOR LANDING, BUT GOT TOO LOW ON FINAL APPROACH, CONTACTED THE TOP OF A 100 FT PINE TREE, AND CRASHED. IT WAS LEARNED THAT BEFORE DEPARTING JESSUP, THE PILOT HAD SET HIS ALTIMETER TO THE ELEVATION AT THE PERRY-FORT VALLEY AIRPORT. WITH THAT SETTING, THE ALTIMETER INDICATED ABOUT 300 FT HIGHER THAN THE ACTUAL ALTITUDE.



Brief of Accident (Continued)

File No. - 1755

8/28/82

PERRY,GA

A/C Reg. No. N1586V

Time (Lc1) - 2054 EDT

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - PERFORMED - PILOT IN COMMAND
4. SAFETY ADVISORY - ISSUED - ATC PERSONNEL(DEP/APCH)
5. ALTIMETER - IMPROPER USE OF - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,5,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1733      12/30/82      LUMBER CITY, GA      A/C Reg. No. N2805R      Time (Lcl) - 1805 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire                          NONE

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

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

Make/Model    - PIPER PA-28R-200  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2600  
No. of Seats    - 4

Eng Make/Model - LYCOMING IO-360-C1C  
Number Engines - 1  
Engine Type    - RECIP - FUEL INJECTED  
Rated Power    - 200 HP

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

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

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 050/006 KTS  
Visibility          - 5.0 SM  
Cloud Conditions(1st) - 500 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- FOG  
Precipitation       - RAIN  
Condition of Light   - NIGHT (BRIGHT)

Itinerary

Last Departure Point  
ATLANTA, GA  
Destination  
PALATKA, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 41  
Biennial Flight Review  
Current            - YES  
Months Since      - 1  
Aircraft Type      - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 288  
Make/Model-       24  
Instrument-        16  
Last 24 Hrs -      2  
Last 30 Days-      13  
Last 90 Days-      21

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE OIL PRESSURE BEGAN DROPPING RAPIDLY JUST AFTER THE ENGINE RPM ABRUPTLY INCREASED. MINUTES LATER, THE RPM DECREASED AND THE ENGINE FAILED. WHILE THE PILOT WAS MAKING A FORCED LANDING IN DARKNESS, THE AIRCRAFT STRUCK AN OBJECT JUST BEFORE TOUCHING DOWN. AN INVESTIGATION REVEALED THAT AN OIL LINE TO THE GOVERNOR HAD FAILED. THE OIL LINE HAD RECENTLY BEEN REPLACED AND THE PLANE HAD FLOWN ONLY 5 HRS SINCE THE REPAIR. THE LINE HAD FAILED FROM FATIGUE AT THE FORWARD END WHICH WAS BEVELED FOR A FITTING. THE LINE WAS NORMALLY SUPPLIED BY AVCO LYCOMING AS PN 75A69, FABRICATED FROM AMS 5566 STAINLESS STEEL. THE FAILED LINE WAS MADE FROM A LOW CARBON STEEL ALLOY. THE LINE FAILED AFTER ONLY 5 HRS OF OPERATION.

Brief of Accident (Continued)

File No. - 1733

12/30/82

LUMBER CITY,GA

A/C Reg. No. N2805R

Time (Lcl) - 1805 EST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - IMPROPER
2. REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL LINE - FATIGUE
4. FLUID,OIL - EXHAUSTION

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

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1647      7/24/82      COUNCIL BLUFFS, IA      A/C Reg. No. N9391C      Time (Lcl) - 1505 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

Crew

Pass

NONE

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

Make/Model      - PIPER PA-28

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/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 180/010 KTS

Visibility      - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity  
ON AIRPORT

Airport Data

COUNCIL BLUFFS MUNICIPAL

Runway Ident      - 31

Runway Lth/Wid      - 3500/ 75

Runway Surface      - CONCRETE

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 53

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 49	Last 24 Hrs	- 1
Make/Model-	49	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING HIS FIRST SOLO LANDING, SWERVED OFF THE RUNWAY, ATTEMPTED A GO-AROUND AND COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 1647

7/24/82

COUNCIL BLUFFS, IA

A/C Reg. No. N9391C

Time (Lc1) - 1505 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. GO-AROUND - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1653

7/24/82

DAVENPORT, IA

A/C Reg. No. N9270U

Time (Lcl) - 0130 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 -OTHER  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 10.0 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  
UNK/NR

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DAVENPORT MUNICIPAL  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - CONCRETE  
Runway Status - DRY

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

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

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

Medical Certificate - UNK/NR  
Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

UNAUTHORIZED PERSONS STOLE MONEY AND AIRCRAFT KEYS AND ATTEMPTED A TAKEOFF IN A CESSNA 150 FROM A TAXIWAY. THE AIRCRAFT COLLIDED WITH A RUNWAY LIGHT AND STALLED AFTER FLYING A FEW HUNDRED FEET. THE PARTIES INVOLVED HAVE NOT BEEN IDENTIFIED. INJURY INDEX IS PRESUMED.

Brief of Accident (Continued)

File No. - 1653

7/24/82

DAVENPORT, IA

A/C Reg. No. N9270U

Time (Lc1) - 0130 CDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - OTHER PERSON
  2. LIGHT CONDITION - NIGHT
  3. FLIGHT CONTROLS - IMPROPER USE OF - OTHER PERSON
  4. OBJECT - RUNWAY LIGHT
- 

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

Finding(s)

5. LIFT-OFF - PREMATURE - OTHER PERSON
  6. AIRSPEED - NOT ATTAINED - OTHER PERSON
  7. STALL - INADVERTENT - OTHER PERSON
- 

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) 3,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1655

7/29/82

CALAMUS,IA

A/C Reg. No. N3476B

Time (Lcl) - 0900 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 - BEECH E-35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2725  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 HP

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

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

Weather Data

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

EASTVOLD  
Runway Ident - 27  
Runway Lth/Wid - 2600/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 67

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6300	Last 24 Hrs - 0
Make/Model- 1300	Last 30 Days- 25
Instrument- UNK/NR	Last 90 Days- 40
Multi-Eng - 13	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DEMONSTRATING THE USE OF THE ACFT'S FUEL SYSTEM DURING ENG RUNUP, THE PLT MISTAKINGLY LEFT THE FUEL SELECTOR ON THE FUSELAGE AUX TANK WHICH CONTAINED ONLY A SMALL AMOUNT OF FUEL. WHEN THE ENG QUIT AFTER LIFT-OFF, THE PLT MOVED THE SELECTOR TO THE LEFT MAIN TANK WHICH WAS ABOUT 1/2 FULL BUT IN HIS HASTE OVERSHOT THE DETENT. THE ENG FAILED TO RESTART & THE ACFT LANDED GEAR UP IN A CORN FIELD.



Brief of Accident (Continued)

File No. - 1655

7/29/82

CALAMUS,IA

A/C Reg. No. N3476B

Time (Lcl) - 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 TANK SELECTOR POSITION - 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)

4. TERRAIN CONDITION - CROP
  5. 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) 1,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1786

8/21/82

WASHINGTON,IA

A/C Reg. No. N73205

Time (Lc1) - 1915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries  
Fatal Serious Minor None

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

Fire  
NONE

Crew Fatal 0  
Pass 0 0 0 1 0

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

Make/Model - BELL 47G-2A  
Landing Gear - SKID  
Max Gross Wt - 2850  
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 240 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
WASHINGTON,IA  
Destination

Airport Proximity  
ON AIRPORT

Airport Data

WASHINGTON MUNICIPAL  
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

HELICOPTER

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 - 2300 Last 24 Hrs - 7

Make/Model- 280 Last 30 Days- UNK/NR

Instrument- 35 Last 90 Days- 175

Rotorcraft - 2300

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING AIR TAXIED TO THE REFUELING LOCATION WHEN IT CRASHED. THE PILOT SAID HE HAD LIFTED OFF AND WAS ABOUT 6 FT AGL WITH ABOUT 20 KTS FORWARD SPEED WHEN HE SUDDENLY FELT A SNAP AND THE CYCLIC WENT FULL LEFT. THE HELICOPTER BECAME UNCONTROLLABLE AND FLEW INTO THE GROUND. AN INVESTIGATION REVEALED THAT A BOLT, PN 20-057-4-16D, USED TO SECURE THE LATERAL SERVO TO THE AIRFRAME, WAS NOT IN PLACE. ACCORDING TO THE PILOT, THE NUT WAS NOT PROPERLY SECURED AFTER MAINTENANCE WAS PERFORMED ON THE LATERAL CYCLIC CONTROL.

Brief of Accident (Continued)

File No. - 1786

8/21/82

WASHINGTON, IA

A/C Reg. No. N73205

Time (Lcl) - 1915 CDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - DISCONNECTED
  2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
- 

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

-----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. - 1788

8/26/82

MASON CITY, IA

A/C Reg. No. N1345Q

Time (Lcl) - 1830 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 -MANEUVERING

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

Make/Model - FAIRCHILD HILLER FH 1100

Eng Make/Model - ALLISON 250-C18

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2330

Engine Type - TURBOSHAFT

Weather Radar - NO

No. of Seats - 4

Rated Power - 274 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 235/003 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

CLEAR LAKE, IA

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 50

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16000

Make/Model- 3700

Instrument- 20

Multi-Eng - 100

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 210

Rotorcraft - 11000

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SWATH RUN, THE ENGINE RPM DROPPED TO FLIGHT IDLE AND THE HELICOPTER WAS LANDED HARD IN A CLEAR AREA BESIDE THE FIELD. AN INVESTIGATION REVEALED THAT A SENSING LINE FOR THE FUEL CONTROL SYSTEM HAD FAILED. THIS PREVENTED THE ENGINE FROM OPERATING ABOVE IDLE POWER.

Brief of Accident (Continued)

File No. - 1788

8/26/82

MASON CITY, IA

A/C Reg. No. N1345Q

Time (Lc1) - 1830 CDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - FAILURE, PARTIAL
- 

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. - 1781

8/27/82

PALO,IA

A/C Reg. No. N12412

Time (Lcl) - 0915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - BELL 47G-2

Landing Gear - SKID

Max Gross Wt - 2450

No. of Seats - 3

Eng Make/Model - LYCOMING O-435-A1F

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 240 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/011 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 1500 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MCCALLSBURG,IA

Destination

MARION,IA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 980

Make/Model- 315

Instrument- UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 450

Rotorcraft - 660

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT AT ABOUT 300 FT AGL, THE ENGINE SPUTTERED AND LOST POWER. HE ENTERED AN AUTOROTATION, TURNED INTO THE WIND, AND LANDED IN A BEAN FIELD. AS THE AIRCRAFT DESCENDED INTO THE BEANS, THE SPRAY BOOM BECAME ENTANGLED IN THE VINES WHICH PULLED THE NOSE DOWN. THE IMPACT FLEXED THE TAIL BOOM UP INTO THE PATH OF THE MAIN ROTOR BLADES WHICH SEVERED THE BOOM. THE PILOT REPORTED THAT WATER WAS FOUND IN THE CARBURETOR.

Brief of Accident (Continued)

File No. - 1781

8/27/82

PALO,IA

A/C Reg. No. N12412

Time (Lc1) - 0915 CDT

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

Finding(s)

1. FLUID,FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1782      8/31/82      MECHANICSVILLE,IA      A/C Reg. No. N4927J      Time (Lcl) - 1730 CDT

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

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED					
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	-TAKEOFF			0	0	0	1
							0

-----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	- 4400	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			JOHN MOFFIT FARMSTRIP	
Wind Dir/Speed	- 130/002 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 6.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2200 -UNK/NR
Cloud Conditions(1st)	- 1200 FT UNK/NR	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 - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5000	Last 24 Hrs - 5
SE LAND	Months Since - 13	Make/Model- 1915	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BEGAN HIS TAKEOFF FROM A 2200 FT STRIP WITH A LOAD OF ABOUT 40 GALLONS OF FUEL AND 1500 TO 1600 LBS OF SEED. HE REPORTED THAT THE WIND WAS FROM THE SOUTHEAST AT 2 MPH, THE TEMPERATURE WAS 74 DEG, AND THE ELEVATION WAS 800 FT. THE AIRCRAFT BECAME AIRBORNE AFTER ROLLING ABOUT 1950 FT AND AFTER CROSSING A SLIGHT KNOLL. THE PILOT SAID THE AIRCRAFT FLEW ABOUT 500 TO 600 FT AND THEN BEGAN TO SETTLE. THE LEFT AND RIGHT BOOMS BEGAN TO CONTACT THE BEAN VINES AND WHEN THE PILOT REALIZED HE COULD NOT CONTINUE THE TAKEOFF, HE SHUT OFF THE MASTER SWITCH AND ABORTED.



Brief of Accident (Continued)

File No. - 1782

8/31/82

MECHANICSVILLE,IA

A/C Reg. No. N4927J

Time (Lc1) - 1730 CDT

---

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
  3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  6. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1652      7/24/82      BURLEY, ID      A/C Reg. No. N9532      Time (Lcl) - 1045 MDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - 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		AG STRIP
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 15000 FT BROKEN	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2265
SE LAND	Months Since - 14	Make/Model- 580
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 243

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 20 FT AGL AFTER TAKEOFF THE ENG QUIT. THE CAUSE OF THE ENG FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1652

7/24/82

BURLEY, ID

A/C Reg. No. N9532

Time (Lcl) - 1045 MDT

-----  
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 - 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. - 1717      8/23/82      WEISER,ID      A/C Reg. No. N3762A      Time (Lcl) - 1220 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - PIPER PA-22-135  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1950  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-290-D2  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 135 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 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  
WEISER,ID  
Destination  
ONTARIO,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      - GRASS/TURF  
Runway Status      - SOFT

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

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

Age - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1683      Last 24 Hrs - 1  
Make/Model- 182      Last 30 Days- 9  
Instrument- 90      Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED FORCED LANDING, THE INSTRUCTOR PILOT TOOK CONTROL OF THE AIRCRAFT AT THE GO-AROUND POINT. HE FOLLOWED THE NORMAL PROCEDURE FOR THE GO-AROUND (FULL POWER) CARB HEAT, ETC), EXCEPT THAT HE CONTINUED THE LOW APPROACH TO PROVIDE THE STUDENT WITH A CLOSE LOOK AT POTENTIAL HAZARDS IN PICKING A FIELD. SHORTLY AFTER STARTING THE GO-AROUND, THE RIGHT MAIN GEAR STRUCK AN IRRIGATION SPRINKLER WHEEL AND SEPARATED FROM THE AIRCRAFT. THE SPRINKLER WAS LOCATED ON ROLLING HILLS. THE PLANE CONTINUED TO FLY, BUT IT RECEIVED ADDITIONAL DAMAGE DURING A SUBSEQUENT EMERGENCY LANDING.

Brief of Accident (Continued)

File No. - 1717

8/23/82

WEISER, ID

A/C Reg. No. N3762A

Time (Lcl) - 1220 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. OBJECT - OBJECT
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  4. LANDING GEAR, MAIN GEAR - OVERLOAD
  5. LANDING GEAR, MAIN GEAR - SEPARATION
- 

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1730

6/21/82

GREENVILLE, IL

A/C Reg. No. N2419S

Time (Lc1) - 2025 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 337B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-C  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 210 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRANITE CITY, IL  
Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREENVILLE AIRPORT  
Runway Ident - 36  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - UNK/NR

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 61

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3274	Last 24 Hrs	- 1
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	310	Last 90 Days-	UNK/NR
Multi-Eng	- 513		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER A TOUCH & GO, THE REAR ENG STOPPED AT ABOUT 100 TO 200 FT AGL. THE PLT SWITCHED THE FUEL SELECTOR TO RIGHT AUX TANK BUT WAS UNABLE TO RESTART THE REAR ENG. AT ABOUT 300 TO 400 FT AGL THE FRONT ENG STOPPED. THE PLT SWITCHED THE FUEL SELECTOR TO THE LEFT AUX TANK BUT THE ENG DID NOT RESPOND. DURING DESCENT THE ACFT STRUCK TELEPHONE CABLES BEFORE LANDING ON A ROAD & SLIDING INTO A CORN FIELD. THE LEFT & RIGHT MAIN TANKS CONTAINED APPROXIMATELY 5 GALS EACH. THE LEFT AUX TANK READ 0, THE RIGHT READ APPROXIMATELY 2 GALS.

Brief of Accident (Continued)

File No. - 1730

6/21/82

GREENVILLE,IL

A/C Reg. No. N2419S

Time (Lc1) - 2025 CDT

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

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
  2. FLUID,FUEL - STARVATION
  3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - OBJECT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1674

7/15/82

SALEM, IL

A/C Reg. No. N7047Y

Time (Lcl) - 1630 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 - PIPER PA-30-160  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
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 - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed - 225/005 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  
LITTLE ROCK, AR  
Destination  
SALEM, IL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SALEM  
Runway Ident - 18  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2866  
Make/Model - 500  
Instrument - UNK/NR  
Multi-Eng - 2866  
Last 24 Hrs - 5  
Last 30 Days - UNK/NR  
Last 90 Days - 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STATED HE HAD 3 GREEN GEAR LIGHTS. DURING TOUCHDOWN AND ROLL THE LANDING GEAR COLLAPSED. THE LANDING GEAR CONTROL SWITCH COLLAR WAS DEFECTIVE AND IF THE PILOT DID NOT HOLD THE GEAR SELECTOR IN THE DOWN POSITION IT MAY HAVE RETURNED TO OFF BEFORE THE GEAR WAS LOCKED DOWN. THIS WOULD ACCOUNT FOR THE GEAR COLLAPSING UNDER THE WEIGHT OF LANDING. IT WAS NOT DETERMINED HOW LONG THIS SITUATION HAD EXISTED. IN ADDITION, IT APPEARED THAT THE SWITCH MAY HAVE BEEN INSTALLED UPSIDE DOWN REQUIRING THE HANDLE TO BE PULLED OUT TO GET THE GEAR IN THE DOWN POSITION.



Brief of Accident (Continued)

File No. - 1674

7/15/82

SALEM,IL

A/C Reg. No. N7047Y

Time (Lcl) - 1630 CDT

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,GEAR SWITCH - INCORRECT
  2. LANDING GEAR,GEAR SWITCH - LOOSE
  3. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1793      8/03/82      BELVIDERE, IL      A/C Reg. No. N65561      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	0

Type of Operation -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
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- 200/014 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  
BELVIDERE, IL  
Destination

Airport Proximity  
ON AIRPORT

Airport Data

BELVIDERE  
Runway Ident - 18  
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 - TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT  
SE LAND

Age - 24

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 21	Last 24 Hrs	- 1
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS. ON HIS LAST LANDING, THE NOSEWHEEL STRUCK THE GROUND HARD. HE REPORTED THAT THERE WAS DAMAGE TO THE NOSEWHEEL, AND FIREWALL AND THE ENGINE AND PROPELLER WERE BENT.

Brief of Accident (Continued)

File No. - 1793

8/03/82

BELVIDERE, IL

A/C Reg. No. N65561

Time (Lcl) - 1545 CDT

Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2.   IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1796      8/28/82      WINCHESTER, IL      A/C Reg. No. N22552      Time (Lcl) - 1430      T

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-E	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	- 145 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	JACKSONVILLE, IL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	WINCHESTER, IL	SPANGLER RLA	
Wind Dir/Speed	- 090/005 KTS		Runway Ident	- 18
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- 1600/ 40
Cloud Conditions(1st)	- 3000 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	- DAYLIGHT			

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 436	Last 24 Hrs - 2
SE LAND	Months Since - 15	Make/Model - 345	Last 30 Days - 30
	Aircraft Type - C-152	Instrument - 24	Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND ON A 1600 FT GRASS STRIP WITH A CROSSWIND OF ABOUT 5 KTS. HE REPORTED THAT HE CROSSED THE FENCE AT ABOUT 60 KTS WITH 15 DEG OF FLAPS, THEN TOUCHED DOWN ABOUT 400 FT DOWN THE RUNWAY. DURING THE LANDING ROLL, HE SAW HE WOULD BE UNABLE TO STOP ON THE DRY GRASS RUNWAY AND DEVIATED TO THE RIGHT INTO SOFT DIRT. SUBSEQUENTLY, THE AIRCRAFT WENT UP ON ITS NOSE, THEN FELL BACK DOWN ON THE GEAR.

Brief of Accident (Continued)

File No. - 1796

8/28/82

WINCHESTER, IL

A/C Reg. No. N22552

Time (Lcl) - 1430 T

Occurrence            OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1742      9/18/82      BRIMFIELD,IL      A/C Reg. No. N9871Q      Time (Lcl) - 1345 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	2	0
Accident Occurred During -LANDING					

-----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 - 23	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MACOMB,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHICAGO,IL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
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 - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT ABOUT 30 MINUTES AFTER TAKEOFF, A PARTIAL LOSS OF POWER WAS EXPERIENCED AND WAS ACCOMPANIED BY THE SOUNDS OF METAL-TO-METAL CONTACT. HE HEADED TOWARD AN AIRPORT ABOUT 12 MILES AWAY, BUT SHORTLY THEREAFTER, TOTAL ENGINE FAILURE OCCURRED. A FORCED LANDING WAS MADE IN A CORN FIELD. AN EXAMINATION OF THE ENGINE REVEALED THAT THE NO 4 EXHAUST VALVE HAD FAILED. EXCESSIVE WEAR OF THE VALVE GUIDE AND VALVE STEM HAD OCCURRED. THERE WAS EVIDENCE OF POOR HEAT DISSIPATION FROM THE VALVE AND UNEVEN/HIGH SEATING VELOCITIES ON THE VALVE HEAD. THE ENGINE HAD ACCUMULATED 2156 HRS OF FLIGHT TIME AND HAD NEVER BEEN OVERHAULED. THE MANUFACTURER RECOMMEND OVERHAULS AT 2000 HR INTERVALS AND OIL CHANGES AT 50 HR INTERVALS. THE ENGINE LOG BOOK INDICATED THE OIL WAS CHANGED AT ABOUT 200 HR INTERVALS. LYCOMING SERVICE BULLETIN NO 388A RECOMMENDED CHECKING VALVE GUIDE CLEARANCE AT MID-POINT OF SERVICE TIME OR EARLIER, BUT THE SERVICE BULLETIN HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1742

9/18/82

BRIMFIELD,IL

A/C Reg. No. N9871Q

Time (Lc1) - 1345 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL
  2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
- 

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 - 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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1673

7/06/82

PLYMOUTH, IN

A/C Reg. No. N8220A

Time (Lcl) - 0930 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - 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- 200/010 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

PLYMOUTH MUNICIPAL

Runway Ident - 10

Runway Lth/Wid - 4700/ 60

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 419

Make/Model- 393

Instrument- 6

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

PILOT PRACTICING TOUCH AND GO LANDINGS. DURING ROLL AIRCRAFT SWERVED OFF RUNWAY AND IN JUMPING A DITCH DUG A WING INTO GROUND AND NOSED OVER.



Brief of Accident (Continued)

File No. - 1673

7/06/82

PLYMOUTH, IN

A/C Reg. No. N8220A

Time (Lc1) - 0930 EST

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

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
  2. WEATHER CONDITION - TAILWIND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - DITCH
- 

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1764      7/17/82      BLOOMINGTON, IN      A/C Reg. No. N8381G      Time (Lc1) - 1215 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -INSTRUCTIONAL - SOLO

Fire  
NONE

Crew  
Pass

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -LANDING

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

Make/Model      - CESSNA 150

Eng Make/Model - CONTINENTAL O-200A

ELT Installed/Activated - YES/YES

Landing Gear      - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt      - 1500

Engine Type      - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats      - 2

Rated Power      - 100 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 180/012 KTS

Visibility      - 10.0 SM

Cloud Conditions(1st) - 3000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

GREENFIELD, IN

Destination

BLOOMINGTON, IN

Airport Proximity

ON AIRPORT

Airport Data

MONROE COUNTY

Runway Ident      - 35

Runway Lth/Wid      - 5202/ 100

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 41

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 109      Last 24 Hrs - 2

Make/Model- 109      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT DURING ARRIVAL, HE WAS UNABLE TO CONTACT UNICOM. HE STATED THAT HE SAW OTHER AIRCRAFT USING RUNWAY 35. A LANDING WAS MADE ON RUNWAY 35 WITH THE WIND FROM 180 AT 12 KTS. THE PILOT STATED THAT DURING THE ROLL-OUT, THE AIRCRAFT SWERVED TO THE LEFT, THE RIGHT WING TIP HIT THE RUNWAY, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1764

7/17/82

BLOOMINGTON, IN

A/C Reg. No. N8381G

Time (Lc1) - 1215 EST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1766      7/24/82      LAPORTE, IN      A/C Reg. No. N97904      Time (Lcl) - 1645 EST

-----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      - STINSON 108-1	Eng Make/Model - FRANKLIN.64A-150-B3	ELT Installed/Activated - YES/YES
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2100	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats      - 2	Rated Power      - 150 HP	

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

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

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 3881
SE LAND, ME LAND	Months Since - 14	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 84
		Multi-Eng - 34
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT/MECHANIC WAS PREPARING TO MAKE AN ANNUAL INSPECTION OF THE AIRCRAFT. HE WAS IN THE PROCESS OF FLIGHT TESTING THE PLANE TO FIND DEFECTS WHEN ENGINE STOPPAGE OCCURRED. WHILE LANDING IN A BEAN FIELD. THE LEFT TIRE BLEW OUT AND THE LEFT GEAR DUG INTO THE SOIL AND COLLAPSED. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FUEL SELECTOR WAS POSITIONED TO THE LEFT TANK WHICH WAS EMPTY. THE RIGHT TANK STILL CONTAINED ABOUT 13 GALLONS OF FUEL. THE PILOT STATED THAT THE OWNER HAD NOT ADVISED HIM THAT THE FUEL QUANTITY GAUGES WERE NOT READING CORRECTLY. HE REPORTED THAT THE GAUGES INDICATED 3/4 FULL WHEN HE INITIALLY TOOK OFF AND THAT THE ENGINE LOST POWER A SHORT TIME LATER. ALSO, HE REPORTED THAT HE FORGOT TO SWITCH FUEL TANKS AFTER HE LOST ENGINE POWER.

Brief of Accident (Continued)

File No. - 1766

7/24/82

LAPORTE, IN

A/C Reg. No. N97904

Time (Lc1) - 1645 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - FALSE INDICATION
  3. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - COMPANY/OPERATOR MGMT
  4. FLUID, FUEL - STARVATION
  5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

7. TERRAIN CONDITION - SOFT
  8. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1611      11/19/82      MCCUTCHANVILLE, IN      A/C Reg. No. N2161N      Time (Lcl) - 0403 EST

-----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

Crew  
Pass

Fatal  
1  
0

Injuries

Serious      Minor  
0              0  
0              0

None  
0  
0

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

Make/Model    - PIPER PA-44-180  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 3800  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-360-E1A60  
Number Engines - 2  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 180 HP

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

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

Weather Data

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

Wind Dir/Speed- 150/008 KTS  
Visibility      - 3.0    SM  
Cloud Conditions(1st) - 600 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation   - RAIN  
Condition of Light   - NIGHT (DARK)

Itinerary

Last Departure Point  
EVANSVILLE, IN  
Destination  
EAST ST. LOUIS, 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    - 04  
Runway Lth/Wid   - 8021/ 150  
Runway Surface   - N/A  
Runway Status    - N/A

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total        - 2612      Last 24 Hrs - 2  
Make/Model- 1389      Last 30 Days- 75  
Instrument- 420        Last 90 Days- 208  
Multi-Eng - 1663

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 0401 EST, THE PILOT TOOK OFF ON AN IFR FLIGHT AND WAS CLEARED TO CLIMB AND MAINTAIN 6000 FT MSL. RADAR CONTACT WAS ESTABLISHED AT ABOUT 0402. AFTER ABOUT ANOTHER 30 SECONDS, RADAR CONTACT WAS LOST. THE AIRCRAFT IMPACTED ABOUT 3 TO 4 MI FROM THE DEPARTURE RUNWAY IN A STEEP NOSE DOWN ATTITUDE. TO THE EXTENT POSSIBLE, AN EXAMINATION OF THE ENGINE AND STRUCTURE WERE MADE, BUT NO PREIMPACT/MECHANICAL MALFUNCTIONS OR FAILURES WERE FOUND. SEVERAL WITNESSES REPORTED THAT THE ENGINES WERE OPERATING AT HIGH POWER UNTIL IMPACT. THE TOTAL CARGO LOAD (BAGS AND BOXES) WAS ESTIMATED TO BE 399 LBS. NO CARGO NET WAS FOUND IN THE WRECKAGE, BUT SEVERAL TIEDOWN ROPES WERE FOUND. THE POSSIBILITY OF THE CARGO SHIFTING WAS CONSIDERED, BUT WAS NOT DETERMINED. IF THE CARGO HAD SWIFTED FULL AFT DURING THE CLIMB, IT WOULD HAVE BEEN ONLY ABOUT .5% BEHIND THE AFT CG LIMIT.

Brief of Accident (Continued)

File No. - 1611

11/19/82

MCCUTCHANVILLE, IN

A/C Reg. No. N2161N

Time (Lcl) - 0403 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - HAZE
  3. WEATHER CONDITION - LOW CEILING
  4. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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

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

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. - 1662

7/14/82

MEDICINE LODGE,KS

A/C Reg. No. N75802

Time (Lcl) - 1034 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries  
Fatal Serious Minor None

Type of Operation -INSTRUCTIONAL - SOLO

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - MILITARY

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WICHITA,KS

Destination

WICHITA,KS

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

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 - 57 Last 24 Hrs - 1

Make/Model- 53 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED WHILE THE PLT WAS BUZZING HIS GRANDFATHER'S FISHING CABIN ON A LAKE.



Brief of Accident (Continued)

File No. - 1662

7/14/82

MEDICINE LODGE,KS

A/C Reg. No. N75802

Time (Lcl) - 1034 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. BUZZING - PERFORMED - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1795      8/04/82      GARDEN CITY,KS      A/C Reg. No. N2600S      Time (Lc1) - 1915 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

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

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

Make/Model      - CESSNA T337C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4500  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-360-A/B      ELT Installed/Activated - YES/YES  
Number Engines - 2      Stall Warning System - YES  
Engine Type      - RECIP - FUEL INJECTED      Weather Radar - NO  
Rated Power      - 210 HP

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

Weather Data

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

Wind Dir/Speed- 350/010 KTS

Visibility      - 13.0      SM

Cloud Conditions(1st) - 6000 FT BROKEN

Cloud Conditions(2nd) - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PROVO,UT

Destination  
GOODLAND,KS

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

GARDEN CITY MUNI

Runway Ident      - 17

Runway Lth/Wid      - 6000/      150

Runway Surface      - ASPHALT

Runway Status      - DRY

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

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

Age - 43  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

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

Total	-	87	Last 24 Hrs	-	0
Make/Model	-	61	Last 30 Days	-	85
Instrument	-	1	Last 90 Days	-	87
Multi-Eng	-	61			

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT LANDED ON RUNWAY 17 WITH A TAIL WIND OF ABOUT 10 KNOTS. ACCORDING TO THE PILOT, THE TOUCHDOWN WAS NORMAL, BUT AFTER ROLLING A SHORT DISTANCE, THE AIRCRAFT BEGAN TO SHAKE AND THEN SWERVED OFF THE RIGHT SIDE OF THE RUNWAY. AFTER LEAVING THE HARD SURFACE, THE NOSE GEAR FOLDED AFT AND THE FUSELAGE WAS DAMAGED. ACCORDING TO THE FLIGHT SERVICE STATION RECORDS, NO RADIO CALL WAS RECEIVED FROM THE PILOT PRIOR TO LANDING. A WITNESS REPORTED THAT THE PLANE LANDED DOWNWIND AT A HIGH RATE OF SPEED AND BOUNCED SEVERAL TIMES BEFORE THE NOSEWHEEL BLEW OUT.

Brief of Accident (Continued)

File No. - 1795

8/04/82

GARDEN CITY,KS

A/C Reg. No. N2600S

Time (Lc1) - 1915 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. LANDING GEAR, TIRE - FAILURE, TOTAL

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. 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) 4,5,7,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1642      8/12/82      CONWAY SPRINGS,KS      A/C Reg. No. N61142      Time (Lcl) - 1200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -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      - CESSNA 150J  
Landing Gear    - TRICYCLE-FIXED  
Max Gross Wt    - 1600  
No. of Seats     - 2

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method           - N/A  
Completeness    - N/A  
Basic Weather    - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility       - 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  
WICHITA,KS  
Destination  
CONWAY SPRINGS,KS

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 25  
Biennial Flight Review  
Current           - YES  
Months Since      - 22  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 137  
Make/Model-       83  
Instrument-        2  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE LOST POWER DURING LANDING AND THE AIRCRAFT HIT TREES 100 YARDS SHORT OF THE RUNWAY. POST-ACCIDENT EXAMINATION DISCLOSED LOW COMPRESSION ON 3 CYLINDERS AND NONE ON NUMBER FOUR CYLINDER. THE ENGINE HAD BEEN LOW ON RPM SINCE THE BEGINNING OF THE FLIGHT. THE PILOT WAS ON HIS WAY TO HAVE THE ENGINE CHECKED.

Brief of Accident (Continued)

File No. - 1642

8/12/82

CONWAY SPRINGS,KS

A/C Reg. No. N61142

Time (Lc1) - 1200 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
  2. JUDGEMENT - IMPROPER - PILOT IN COMMAND
- 

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

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

Finding(s)

3. 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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1716      9/02/82      GOODLAND,KS      A/C Reg. No. N8453N      Time (Lcl) - 1426 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

Make/Model    - BEECH 95-B55  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 5100  
No. of Seats   - 6

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

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

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

Weather Data

Wx Briefing    - FSS  
Method        - TELEPHONE  
Completeness   - FULL  
Basic Weather   - VMC  
Wind Dir/Speed- 050/003 KTS  
Visibility     - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
JUNEAU,WI  
Destination  
CANON CITY,CO

Airport Proximity  
ON AIRPORT

Airport Data

RENNER FLD-GOODLAND MUNI  
Runway Ident    - 05  
Runway Lth/Wid   - 3002/ 50  
Runway Surface   - ASPHALT  
Runway Status    - DRY

ATC/Airspace

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

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

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

Age - 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        - 1381  
Make/Model-   57  
Instrument-   102  
Multi-Eng -   57  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 54  
Rotorcraft   - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A CROSS-COUNTRY FLIGHT WITH A REFUELING STOP AT GOODLAND, KS. DURING ARRIVAL AT GOODLAND, HE ELECTED TO LAND ON RUNWAY 05. THERE WAS NO EVIDENCE THAT HE ESTABLISHED RADIO CONTACT WITH GOODLAND FLIGHT SERVICE, LOCATED ON THE AIRPORT, FOR AN AIRPORT ADVISORY. RUNWAY 05 INTERSECTED WITH A CONCRETE RUNWAY (12/30) AT ABOUT MIDFIELD. THE SURFACE OF RUNWAY 12/30 WAS HIGHER AT THE INTERSECTION AND PRESENTED A BUMP FOR TRAFFIC ON RUNWAY 05. GROUND WITNESSES STATED THAT THE AIRCRAFT LANDED WITH A HIGH GROUND SPEED THEN BOUNCED IN THE AIR WHEN IT PASSED THE INTERSECTION. REPORTEDLY, THE AIRCRAFT BOUNCED ON THE NOSE GEAR THREE TIMES, THEN THE NOSE GEAR COLLAPSED. THE DENSITY ALTITUDE WAS ABOUT 5400 FT.

Brief of Accident (Continued)

File No. - 1716

9/02/82

GOODLAND,KS

A/C Reg. No. N8453N

Time (Lc1) - 1426 MDT

Occurrence NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

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. - 1706

3/20/82

LEXINGTON, KY

A/C Reg. No. N9143F

Time (Lcl) - 1300 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - HUGHES H-369HS  
Landing Gear - SKID  
Max Gross Wt - 2550  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 278 HP

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

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

Weather Data

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

Airport Proximity  
ON AIRSTRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE

HELICOPTER

Age - 28

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- UNK/NR
Make/Model-	35	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 300

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING AUTOROTATION FROM 15 TO 20 FT AGL. ON THE FINAL LANDING, THE HELICOPTER TOUCHED DOWN HARD AND THE MAIN ROTOR BLADES FLEXED DOWNWARD AND STRUCK THE TAIL BOOM.



Brief of Accident (Continued)

File No. - 1706

3/20/82

LEXINGTON, KY

A/C Reg. No. N9143F

Time (Lcl) - 1300 EST

Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - PERFORMED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1639

8/11/82

PROVIDENCE, KY

A/C Reg. No. N9722U

Time (Lc1) - 2330 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 - APPROACH

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - GRUMMAN AMERICAN AA-5A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G  
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 - IMC  
Wind Dir/Speed- CALM  
Visibility - .275 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- GROUND FOG  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PROVIDENCE-WEBSTER COUNTY  
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 - 40

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 211	Last 24 Hrs -	2
Make/Model-	160	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

DENSE GROUND FOG DEVELOPED BEFORE THE PLT RETURNED TO LAND. HE MADE TWO APPROACHES & GO-AROUNDS BEFORE THE ACCIDENT, & EACH TIME HE HAD TO FLY VERY LOW TO SEE THE RWY LIGHTS. THE PLT STATED THAT DURING THE THIRD APPROACH HE WAS LOOKING FOR THE ARPT & NOT SPENDING ENOUGH TIME LOOKING AT HIS INSTRUMENTS, & INADVERTENTLY TOUCHED DOWN IN A CORN FIELD ABOUT 400 YDS SHORT OF THE RWY. THE PLT ALSO STATED HE HAD NOT FLOWN WITH A CFI DURING THE PAST YEAR.

Brief of Accident (Continued)

File No. - 1639

8/11/82

PROVIDENCE, KY

A/C Reg. No. N9722U

Time (Lc1) - 2330 CDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 1,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1722      5/05/82      COTTONPORT, LA      A/C Reg. No. N9098T      Time (Lcl) - 1630 CDT

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

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

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

Make/Model - CONTINENTAL TOMCAT MK6C	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 3	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2699
SE LAND	Months Since - 1	Make/Model- 533
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 44
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - 2256

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT WAS FAMILIARIZING HIMSELF WITH THE ACFT & THE LOCAL AREA. THE PLT'S LOG BOOK SHOWED ONLY ONE HOUR OF FLT TIME LOGGED BETWEEN 9/23/81 & THE DATE OF THE ACCIDENT. WITNESSES OBSERVED THE ACFT FLYING FOR SOME TIME OVER THE CITY AT 300-400 FT AGL MAKING FIGURE 8 PATTERNS OR MANEUVERS SIMILAR TO AGRICULTURAL SPRAYING. THEY ALSO OBSERVED DEBRIS FALLING FROM THE ACFT PRIOR TO IMPACT WITH THE GROUND. THE TAIL ROTOR DRIVE SHAFT WAS FOUND 3 BLOCKS FROM THE WRECKAGE & WAS FOUND BROKEN INTO 5 PIECES APPEARED TO HAVE BEEN STRUCK BY THE MAIN ROTOR (M/R) BLADES. THE TAIL BOOM WAS BROKEN INTO 30-40 PIECES. THE STATIC STOP HAD INDICATIONS OF HEAVY CONTACT WITHIN THE M/R GIMBAL. THE STOP APPEARED TO BE BENT SEVERELY WHICH INDICATED EXCESSIVE FLAPPING OF THE M/R BLADES.

Brief of Accident (Continued)

File No. - 1722

5/05/82

COTTONPORT, LA

A/C Reg. No. N9098T

Time (Lc1) - 1630 CDT

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

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
  2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1678      6/11/82      EGAN, LA      A/C Reg. No. N6787Q      Time (Lc1) - 1400 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- PEZATEL P2L-3S	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	- 450 HP		

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

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

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- UNK/NR	Total - 6121
SE LAND	Months Since	- UNK/NR	Make/Model- 300
	Aircraft Type	- UNK/NR	Instrument- 14
			Last 24 Hrs - 0
			Last 30 Days- UNK/NR
			Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS ADJUSTING THE POWERPLANT & PROP CONTROLS THE ENG ACCELERATED, & AT THE SAME TIME OIL COVERED THE WINDSHIELD. THE ACFT WENT DOWN INTO A BEAN FIELD & FLIPPED OVER. DISASSEMBLY OF THE ENG REVEALED THE REAR COUNTERWEIGHT TRAILING PIN WORN & GAULDED. THE SLEEVES IN BOTH THE REAR CRANKSHAFT & COUNTERWEIGHT WERE WORN & GAULDED. THE REAR COUNTERWEIGHT LEADING PIN ALSO SHOWED SIGNS OF WEAR & GAULDING SPOTS. ALL PROP BOLTS FAILED IN THE AREA OF THE HEAD.

Brief of Accident (Continued)

File No. - 1678

6/11/82

EGAN, LA

A/C Reg. No. N6787Q

Time (Lcl) - 1400 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - WORN
  2. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, PARTIAL
- 

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

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1666      7/01/82      NEW ORLEANS, LA      A/C Reg. No. N125AC      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	0
Accident Occurred During -TAKEOFF					1
					2

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

Make/Model - PIPER PA-39	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 160 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	NASSAU, BAHAMAS	LAKEFRONT
Wind Dir/Speed- 210/003 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3094/ 75
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1109
SE LAND,ME LAND	Months Since - 7	Make/Model- 11
	Aircraft Type - UNK/NR	Instrument- 209
		Last 24 Hrs - 13
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STATED HE LOST POWER ON LEFT ENGINE DURING TAKEOFF SO HE ELECTED TO ABORT. THE ACFT LANDED HARD OFF THE END OF RUNWAY AND COLLAPSED ALL LANDING GEAR.



Brief of Accident (Continued)

File No. - 1666

7/01/82

NEW ORLEANS, LA

A/C Reg. No. N125AC

Time (Lc1) - 2200 CDT

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

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

Occurrence #2        HARD LANDING  
Phase of Operation   TAKEOFF

Finding(s)  
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND  
-----

Occurrence #3        HARD LANDING  
Phase of Operation   TAKEOFF  
-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1724      8/18/82      GRAND CHENIER, LA      A/C Reg. No. N70467      Time (Lcl) - 0730 CDT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEW IBERIA, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAND CHENIER, LA	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 3.0 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 - VISUAL STRAIGHT-IN	Runway Status - WATER - CALM
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 2543
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 183
		Instrument- 185
		Last 30 Days- UNK/NR
		Last 90 Days- 210
		Multi-Eng - 1014

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED THE FLOAT PLANE ON THE WATER BESIDE AN OIL DRILLING RIG. AS SOON AS THE AIRCRAFT TOUCHED DOWN, IT WATER LOOPED. THE PILOT STATED THAT THE TIPS OF THE FLOATS HAD MUD ON THEM AFTER THE ACCIDENT. HE BELIEVED THAT THE AIRCRAFT MUST HAVE HIT A BANK OR SOMETHING UNDER THE WATER.

Brief of Accident (Continued)

File No. - 1724

8/18/82

GRAND CHENIER, LA

A/C Reg. No. N70467

Time (Lc1) - 0730 CDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1759      8/25/82      COLUMBIA, LA      A/C Reg. No. N8390      Time (Lcl) - 1700 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 -TAKEOFF					

-----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 - UNK/NR
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		KEAHEY
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1200 -UNK/NR
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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9600
SE LAND, ME LAND	Months Since - 23	Make/Model- 6000
	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-----

DURING TAKEOFF, THE LEFT WING OF THE AIRCRAFT CONTACTED THE COTTON THAT WAS GROWING ON THE LEFT SIDE OF THE RUNWAY. THE PILOT REPORTED THAT HE COULD NOT LIFT THE WING OUT OF THE COTTON. WHEN HE REDUCED THE POWER, THE AIRCRAFT TURNED LEFT AND SLID SIDEWAYS. SUBSEQUENTLY, THE RIGHT WINGS AND RIGHT LANDING GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1759

8/25/82

COLUMBIA, LA

A/C Reg. No. N8390

Time (Lc1) - 1700 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1622      8/26/82      WINNEBORO, LA      A/C Reg. No. N4342S      Time (Lcl) - 1800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

-----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- UNK/NR  
Visibility      - 7.0    SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME 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        - 12313      Last 24 Hrs - UNK/NR  
Make/Model- 600        Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng    - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CIRCLING THE FIELD DURING ALIGNMENT FOR HIS INITIAL SWATH RUN WHEN THE AIRCRAFT ENGINE FAILED. DURING THE FORCED LANDING THE AIRCRAFT NOSED OVER AND THE PILOT EXITED THE AIRCRAFT WITHOUT TURNING OFF ANY SWITCHES. HE STATED THAT FUEL WAS LEAKING FROM THE AIRCRAFT. LATER, WHEN HE RETURNED FROM THE HOSPITAL HE FOUND THE AIRCRAFT HAD CAUGHT FIRE AND BURNED.

Brief of Accident (Continued)

File No. - 1622

8/26/82

WINNESBORO, LA

A/C Reg. No. N4342S

Time (Lc1) - 1800 CDT

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1707      3/29/82      ROCHESTER,MA      A/C Reg. No. N1104Q      Time (Lcl) - 0001 EST

-----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  
Pass

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

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

Make/Model      - PIPER PA-32R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 36  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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- 029/016 KTS  
Visibility      - 2.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HYANNIS,MA  
Destination  
PLAINVILLE,CT

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      - HIGH VEGETATION

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1656	Last 24 Hrs	- 0
Make/Model-	988	Last 30 Days-	UNK/NR
Instrument-	216	Last 90 Days-	21
Multi-Eng	- 45		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS EN ROUTE, A POWER LOSS OCCURRED AND HE WAS UNABLE TO RESTART THE ENGINE. HE SELECTED A CLEARING FOR A FORCED LANDING, BUT WAS UNABLE TO REACH IT. A CRASH LANDING, BUT WAS MADE IN AN AREA OF TREES AND BRUSH. AN INVESTIGATION REVEALED THAT THE FUEL PUMP ROCKER ARM HAD FAILED FROM FATIGUE. THE PILOT STATED THAT HE HAD TURNED ON THE FUEL BOOST PUMP WHEN HE TRIED TO RESTART THE ENGINE. WHEN TESTED, THE ELECTRIC FUEL PUMP OPERATED.



Brief of Accident (Continued)

File No. - 1707

3/29/82

ROCHESTER, MA

A/C Reg. No. N1104Q

Time (Lc1) - 0001 EST

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

Finding(s)  
1. FUEL SYSTEM, PUMP - FATIGUE  
-----

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

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1636      7/29/82      WESTFIELD,MA      A/C Reg. No. N8782F      Time (Lc1) - 1310 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - HUGHES 269A  
Landing Gear      - SKID  
Max Gross Wt      - 1575  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-360-C2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 330/010 KTS  
Visibility      - 30.0 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  
BOWLES AGAWAM,MA  
Destination  
WESTFIELD,MA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BARNES  
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  
HELICOPTER

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

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 120  
Make/Model      - 37  
Instrument      - 0  
Last 24 Hrs      - 0  
Last 30 Days      - UNK/NR  
Last 90 Days      - 28  
Rotorcraft      - 120

Instrument Rating(s)      - NONE

-----Narrative-----

THE HELICOPTER STARTED TO SPIN AROUND AFTER TAKEOFF DURING A HOVER IN STRONG WIND. THE PILOT DECIDED TO LAND. SIDELOADING BROKE A SKID AND THE HELICOPTER ROLLED OVER DURING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1636

7/29/82

WESTFIELD,MA

A/C Reg. No. N8782F

Time (Lc1) - 1310 EDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR,SKID ASSEMBLY - OVERLOAD
- 

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) 2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1752

8/12/82

LAWRENCE, MA

A/C Reg. No. N2830G

Time (Lc1) - 1520 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

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 - CHAMPION 7ECA

Eng Make/Model - LYCOMING O-235-C

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 - 115 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/007 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

LAWRENCE

Runway Ident - 05

Runway Lth/Wid - 5000/ 150

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)

COMMERCIAL, CFI

SE SEA, ME LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2379

Make/Model- 73

Instrument- 131

Multi-Eng - 23

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT REPORTED THAT THERE WAS A LOSS OF POWER AFTER THE STUDENT HAD ADJUSTED HIS PATTERN FOR ANOTHER AIRCRAFT AND TURNED ON FINAL APPROACH. THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND LANDED ON A STREET. DURING THE LANDING THE AIRCRAFT STRUCK A LIGHT POLE. AN INVESTIGATION REVEALED THAT A BIRD HAD BEEN INJECTED INTO THE CARBURETOR AIR BOX FLANGE. THE BLOCKAGE DISRUPTED AIRFLOW THROUGH THE MAIN AIR PASSAGE.

Brief of Accident (Continued)

File No. - 1752

8/12/82

LAWRENCE,MA

A/C Reg. No. N2830G

Time (Lc1) - 1520 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
  1. FUEL SYSTEM, RAM AIR - FOREIGN OBJECT DAMAGE  
  2. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)  
-----

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

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

Finding(s)  
  3. OBJECT - UTILITY POLE  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1696      7/11/82      MILLINOCKET, ME      A/C Reg. No. N1302F      Time (Lcl) - 1145 EDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	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	CHESUNCOOK LAKE, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LINCOLN, ME	
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - WATER - CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - UNK/NR	Total - 1749
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 1080
	Aircraft Type - UNK/NR	Instrument- 72
		Multi-Eng - 109
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF AT ABOUT 50 FT AGL THE PLT REACHED DOWN TO RECOVER HIS WATCH WHICH HAD FALLEN TO THE FLOOR. AT THE SAME TIME THE PAX ACCIDENTLY PUSHED FORWARD ON THE OTHER WHEEL CAUSING THE ACFT TO HIT THE WATER & NOSE OVER. THE ACFT SANK & WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1696

7/11/82

MILLINOCKET, ME

A/C Reg. No. N1302F

Time (Lc1) - 1145 EDT

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

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
  2.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
- 

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

-----

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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1632      8/07/82      WISCASSET, ME      A/C Reg. No. N8476B      Time (Lcl) - 1509 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

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

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

Eng Make/Model - LYCOMING O-320-E2G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/010 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WISCASSET  
Runway Ident - 25  
Runway Lth/Wid - 3400/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3400      Last 24 Hrs - 1  
Make/Model- 272      Last 30 Days- UNK/NR  
Instrument- 1061      Last 90 Days- 86  
Multi-Eng - 2011

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT WAS MAKING AN APPROACH AND WAS LOW AND SLOW. BY THE TIME THE INSTRUCTOR TOOK OVER THE AIRCRAFT THE RECOVERY WAS SLOW AND THE AIRCRAFT TOUCHED DOWN IN ROUGH TERRAIN 500 FEET SHORT OF THE RUNWAY. THE NOSE GEAR SNAPPED OFF DURING LANDING.



Brief of Accident (Continued)

File No. - 1632

8/07/82

WISCASSET, ME

A/C Reg. No. N8476B

Time (Lcl) - 1509 EDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - DUAL STUDENT
  2. DISTANCE - MISJUDGED - DUAL STUDENT
  3. WEATHER CONDITION - DOWNDRAFT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1694      5/25/82      HOLLAND, MI      A/C Reg. No. N6187Q      Time (Lcl) - 0940 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries			
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	5
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520-M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MINNEAPOLIS, MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HOLLAND, MI	TULIP CITY
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 08
Visibility - 3.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3600/ 50
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5985
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 112
		Multi-Eng - 565

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL PILOT SAID RIGHT BRAKE MALFUNCTIONED. HIS ATTEMPTS TO CONTROL AIRCRAFT WITH RUDDER FAILED AS AIRCRAFT SLOWED. AIRCRAFT LEFT RUNWAY AND COLLIDED WITH A DITCH. BRAKE HAD AIR IN THE LINE.

Brief of Accident (Continued)

File No. - 1694

5/25/82

HOLLAND,MI

A/C Reg. No. N6187Q

Time (Lc1) - 0940 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - INADEQUATE
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1604      6/17/82      CHARLEVOIX,MI      A/C Reg. No. N30575      Time (Lc1) - 1610 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -TAKEOFF			1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/YES
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 - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHARLEVOIX,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PONTIAC,MI	
Wind Dir/Speed- 270/009 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 1.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED THE CHARLEVOIX ARPT & CRASHED 1 MILE SOUTH OF THE ARPT. TWO PERSONS TRIED TO DISCOURAGE THE PLT FROM LEAVING BECAUSE OF THE POOR WEATHER. WITNESSES DESCRIBED THE WEATHER AS RAINING HARD & VISIBILITY POOR WITH AN ESTIMATED VISIBILITY AT 200 TO 300 FEET IN FOG. THE PLT REMARKED EARLIER IN THE DAY THAT HE HAD HOPED TO COMPLETE HIS WORK BY 1500 AS HE WAS LOOKING FORWARD TO GETTING BACK HOME IN TIME TO ATTEND HIS DAUGHTER'S HIGH SCHOOL GRADUATION TO BE HELD THAT NIGHT.

Brief of Accident (Continued)

File No. - 1604

6/17/82

CHARLEVOIX, MI

A/C Reg. No. N30575

Time (Lcl) - 1610 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
4. IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7

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. - 1670      7/12/82      RANIER, MI      A/C Reg. No. N41039      Time (Lcl) - 0900 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      -APPROACH			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model      - PIPER PA-18	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1220	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats      - 2	Rated Power      - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method      - N/A</p> <p>Completeness      - N/A</p> <p>Basic Weather      - VMC</p> <p>Wind Dir/Speed- 180/006 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>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>RANIER</p> <p>Runway Ident      - UNK/NR</p> <p>Runway Lth/Wid      - UNK/NR</p> <p>Runway Surface      - UNK/NR</p> <p>Runway Status      - UNK/NR</p>
--	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 26</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 - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 220</td> <td>Last 24 Hrs -</td> <td>1</td> </tr> <tr> <td>Make/Model-</td> <td>220</td> <td>Last 30 Days-</td> <td>0</td> </tr> <tr> <td>Instrument-</td> <td>2</td> <td>Last 90 Days-</td> <td>20</td> </tr> </table>	Total	- 220	Last 24 Hrs -	1	Make/Model-	220	Last 30 Days-	0	Instrument-	2	Last 90 Days-	20
Total	- 220	Last 24 Hrs -	1											
Make/Model-	220	Last 30 Days-	0											
Instrument-	2	Last 90 Days-	20											

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STALLED TURNING ON FINAL APPROACH AND CRASHED INTO WATER. NO MALFUNCTIONS FOUND.

Brief of Accident (Continued)

File No. - 1670

7/12/82

RANIER,MI

A/C Reg. No. N41039

Time (Lc1) - 0900 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL 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      APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1671

7/16/82

BELLEVILLE, MI

A/C Reg. No. N5PL

Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - LUSCOMBE 8F  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1400  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PRIVATE STRIP, MI  
Destination  
LARSEN AIRPARK, MI

Airport Proximity  
ON AIRPORT

Airport Data

LARSEN AIRPARK  
Runway Ident - 36  
Runway Lth/Wid - 1750/ 180  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, SE SEA

Age - 49

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2149	Last 24 Hrs - 1
Make/Model- 381	Last 30 Days- UNK/NR
Instrument- 92	Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE APPROACH THE ACFT STALLED ABOUT 20 FT AGL. THE PLT ADDED POWER BUT THE ACFT TOUCHED DOWN SHORT OF THE RWY & COLLIDED WITH A DITCH.



Brief of Accident (Continued)

File No. - 1671

7/16/82

BELLEVILLE,MI

A/C Reg. No. N5PL

Time (Lc1) - 1900 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #4      COMPLETE 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1790      8/09/82      GREENVILLE,MI      A/C Reg. No. 39QB      Time (Lcl) - 0745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - QUICKIE  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - ONAN GAO-18  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 18 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- 270/003 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  
PORT HURON,MI

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

GREENVILLE  
Runway Ident - 27  
Runway Lth/Wid - 3000 -UNK/NR  
Runway Surface - MACADAM  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND

GLIDER

Age - 65

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2540	Last 24 Hrs -	0
Make/Model-	59	Last 30 Days-	UNK/NR	
Instrument-	77	Last 90 Days-	60	
Multi-Eng -	790			

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PREFLIGHT INSPECTION. THE LAMINAR-FLOW WING AND CANARD WERE CAREFULLY WIPED FREE OF A HEAVY DEPOSIT OF DEW. ALL ITEMS OF INSPECTION WERE SATISFACTORY. THE ENGINE WAS WARMED UP WHILE TAXIING TO THE RUNWAY. IT WAS NOTED THAT BEADS OF MOISTURE WERE FORMING ON THE SURFACE OF THE CANARD, BUT THE WING COULD NOT BE OBSERVED FROM THE PILOT'S SEAT. DURING TAKEOFF, THE 18 HP ONAN ENGINE WAS TURNING AT 3100 RPM, "ALL OK." LIFT-OFF OCCURRED ABOUT MID-POINT OF THE RUNWAY. AFTER LEAVING GROUND EFFECT, THE CLIMB WAS EXTREMELY SLOW. THE PLANE BARELY CLEARED WIRES ABOUT 500 FT FROM THE RUNWAY. HOWEVER, THE PLANE WOULD NOT CLEAR TREES BEYOND THE WIRES. THE AIRCRAFT STRUCK THE TREES THEN DROPPED TO THE GROUND. THE PILOT REPORTED THAT THE TEMPERATURE WAS 68 DEG. AND THE ELEVATION WAS 855 FT.

Brief of Accident (Continued)

File No. - 1790

8/09/82

GREENVILLE,MI

A/C Reg. No. 39QB

Time (Lcl) - 0745 EDT

-----  
Occurrence                IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
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. - 1797

8/22/82

WALL LAKE, MI

A/C Reg. No. N89MW

Time (Lc1) - 0810 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	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CAMERON O-77  
Landing Gear - N/A  
Max Gross Wt - 900  
No. of Seats - 0

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
ANN ARBOR, MI  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 210/010 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 8000 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE

Age - 26

Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	49	Last 24 Hrs -	1
Make/Model-	49	Last 30 Days-	10	
Instrument-	0	Last 90 Days-	17	

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, HE ENCOUNTERED UNEXPECTED LIGHT TURBULENCE AND ELECTED TO LAND AT THE NEXT AVAILABLE SPOT. HE STATED THAT DURING A LANDING APPROACH AT ABOUT 50 FT ABOVE THE TREETOPS, A GUST OF WIND WAS ENCOUNTERED THAT FORCED HOT AIR OUT OF THE MOUTH OF THE BALLOON. REPORTEDLY, THE BALLOON THEN BEGAN A DESCENT THAT THE PILOT COULD NOT STOP BEFORE HITTING TREES. THE WIND WAS REPORTED TO BE FROM 210 DEG AT 10 GUSTING 17 KTS.

Brief of Accident (Continued)

File No. - 1797

8/22/82

WALL LAKE, MI

A/C Reg. No. N89MW

Time (Lc1) - 0810 EDT

-----  
Occurrence                    IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. WEATHER CONDITION - GUSTS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. OBJECT - TREE(S)

-----  
----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1683

5/19/82

BLUE EARTH,MN

A/C Reg. No. N9819V

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

DESTROYED

Flight Conducted Under -14 CFR 137

ON GROUND

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA A188

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 4000

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 023/003 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 39

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1100

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 23

Make/Model- 4

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLAGMAN STATED THAT DURING THE SWATH RUN THE ACFT WAS FOLLOWING THE CONTOUR OF THE FIELD. THE FLAGMAN THOUGHT THE PLT WAS GETTING CLOSE TO THE END OF THE FIELD & WAS ABOUT TO CALL HIM ON THE RADIO WHEN THE ACFT PULLED UP TO ABOUT A 45 DEG NOSE HIGH ATTITUDE. THE LEFT WING THEN STRUCK A TREE. THIS WAS THE PLT'S FIRST AERIAL APPLICATION JOB FOR THE SEASON. THE PLT HAD PRACTICED AERIAL APPLICATION FOR TWO HOURS THE DAY BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1683

5/19/82

BLUE EARTH,MN

A/C Reg. No. N9819V

Time (Lc1) - 1700 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
2. PULL-UP - DELAYED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - 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. - 1677

7/03/82

SANTISGO, MN

A/C Reg. No. N63183

Time (Lcl) - 1815 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 -AERIAL MAPPING/PHOTOGRAPHY

Flight Conducted Under -14 CFR 91

Fire  
NONE

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/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 - 10.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

ST. CLOUD, MN

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 779 Last 24 Hrs - 10

Make/Model- 311 Last 30 Days- UNK/NR

Instrument- 82 Last 90 Days- 311

Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AERIAL PHOTO MISSION ENGINE BEGAN TO RUN ROUGH. PILOT HEADED HOME BUT WAS FORCED TO LAND ENROUTE. AIRCRAFT SWERVED AND NOSED OVER. EXAM OF ENGINE SHOWED EXHAUST VALVE STUCK OPEN.



Brief of Accident (Continued)

File No. - 1677

7/03/82

SANTISGO,MN

A/C Reg. No. N63183

Time (Lc1) - 1815 CDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,VALVE - MOVEMENT RESTRICTED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1676      7/20/82      EAST GRAND FORKS, MN      A/C Reg. No. N8272K      Time (Lcl) - 1500 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
Accident Occurred During	-MANEUVERING			0	Minor
				0	None
				0	1
				0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P&W R-905	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 140/008 KTS	Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Runway Surface	- N/A
Cloud Conditions(1st)	- 2500 FT SCATTERED	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1140	Last 24 Hrs - 8
SE LAND	Months Since - 18	Make/Model - 660	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 235

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING PULL-UP FROM A SWATH RUN.

Brief of Accident (Continued)

File No. - 1676

7/20/82

EAST GRAND FORKS, MN

A/C Reg. No. N8272K

Time (Lc1) - 1500 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Occurrence #3      NOSE OVER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1791

8/05/82

BRAINERD, MN

A/C Reg. No. N43745

Time (Lc1) - 1530 CDT

-----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	-STANDING					
		Crew	0	0	0	1
		Pass	0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -STANDING

Fire  
ON GROUND

Crew  
Pass

-----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-D36  
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- CALMABLE  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 4000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MINNEAPOLIS, MN  
Destination  
BRAINARD, MN

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - CONTACT

Airport Proximity  
ON AIRPORT

Airport Data

EAST GULL  
Runway Ident - 09  
Runway Lth/Wid - 2600/ 50  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 61  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 1400	Last 24 Hrs -	1
Make/Model-	900	Last 30 Days-	UNK/NR
Instrument-	90	Last 90 Days-	3
Multi-Eng -	220		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE LANDING ROLL, THE ENGINE QUIT OPERATING AND THE PILOT TURNED OFF ONTO A TAXIWAY. HE THEN ATTEMPTED TO RESTART THE HOT ENGINE. DURING THIS TIME, SMOKE BEGAN COMING FROM UNDER THE ENGINE COWLING. THE PILOT EXITED FROM THE AIRCRAFT AND NOTED A SMALL FIRE (FLAMES) IN THE LOWER PART OF THE ENGINE. NO FIRE EXTINGUISHER WAS READILY AVAILABLE, SO THE FIRE JUST BURNED ITSELF OUT, BUT SUBSTANTIAL DAMAGE OCCURRED. AND INVESTIGATION REVEALED FIRE DAMAGE ON THE RIGHT SIDE NEAR THE EXHAUST MANIFOLD, BUT NO LEAKS OR BROKEN FUEL LINES WERE FOUND. THE POSSIBILITY OF FLOODING THE CARBURETOR WAS CONSIDERED, BUT THIS WAS NOT VERIFIED. HOWEVER, THE CARBURETOR FLOAT LEVEL WAS FOUND TO BE 1/64 OF AN INCH LOW.

Brief of Accident (Continued)

File No. - 1791

8/05/82

BRAINERD, MN

A/C Reg. No. N43745

Time (Lcl) - 1530 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      LANDING - ROLL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - OTHER
  2. ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      FIRE  
Phase of Operation      STANDING - STARTING ENGINE(S)

Finding(s)

3. UNDETERMINED
- 

-----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. - 1672      7/20/82      10 SW OF MILAN,MO      A/C Reg. No. N38117      Time (Lcl) - 1700 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	-TAKEOFF			0	0      0      1
				0	0      0      0

-----Aircraft Information-----

Make/Model	- TEXAS HELICOPTER CORP. OH-13E	Eng Make/Model	- AVCO LYCOMING VO-435A1F	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2850	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 240 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- VARIABLE-UNK/NR	Runway Ident
Visibility	- 5.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- NONE	Runway Surface
Cloud Conditions(2nd)	- NONE	Runway Status
Obstructions to Vision	- HAZE	
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 3145
SE LAND,ME LAND,SE SEA	Months Since - 12	Make/Model	- 226
HELICOPTER	Aircraft Type - 269C	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 10
		Last 30 Days	- 95
		Last 90 Days	- 200
		Rotorcraft	- 480

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD REDUCED THE SPRAY LOAD FROM 90 TO 50 GALS TO COMPENSATE FOR THE INCREASE IN DENSITY ALTITUDE. THE WINDS WERE BLOWING LIGHTLY DURING PREVIOUS TAKEOFFS BUT WERE CALM DURING THIS TAKEOFF. AS THE HELICOPTER HOVERED FORWARD DURING THE TAKEOFF IT FAILED TO OBTAIN TRANSLATIONAL LIFT & IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1672

7/20/82

10 SW OF MILAN, MO

A/C Reg. No. N38117

Time (Lcl) - 1700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - 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. - 1640      8/09/82      SPRINGFIELD,MO      A/C Reg. No. N7904C      Time (Lcl) - 1910 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	- PIPER PA-28-235	Eng Make/Model	- LYCOMING O-540-B485	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	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- 310/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 25000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</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>SPRINGFIELD DOWNTOWN</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 3830/ 35</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 20</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 3125</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model</td> <td>- 665</td> <td>Last 30 Days</td> <td>- 25</td> </tr> <tr> <td>Instrument</td> <td>- 128</td> <td>Last 90 Days</td> <td>- 70</td> </tr> <tr> <td>Multi-Eng</td> <td>- 370</td> <td colspan="2"></td> </tr> </table>	Total	- 3125	Last 24 Hrs	- 2	Make/Model	- 665	Last 30 Days	- 25	Instrument	- 128	Last 90 Days	- 70	Multi-Eng	- 370		
Total	- 3125	Last 24 Hrs	- 2															
Make/Model	- 665	Last 30 Days	- 25															
Instrument	- 128	Last 90 Days	- 70															
Multi-Eng	- 370																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PASSING OVER AN IMAGINARY OBSTACLE DURING A SHORT FIELD LANDING, THE STUDENT FLARED HIGH WITHOUT ADDING SUFFICIENT POWER CAUSING THE ACFT TO INCREASE THE DESCENT RATE. THE CFI TOOK CONTROL BUT WAS TOO LATE RESULTING IN A HARD LANDING.



Brief of Accident (Continued)

File No. - 1640

8/09/82

SPRINGFIELD,MO

A/C Reg. No. N7904C

Time (Lcl) - 1910 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
  2. PROPER DESCENT RATE - NOT ATTAINED - DUAL STUDENT
  3. 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) 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. - 1739      8/20/82      KANSAS CITY, MO      A/C Reg. No. N237AM      Time (Lcl) - 1443 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Substantial	Injuries	
COMMUTER	SUBSTANTIAL			Serious	Minor
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	Pass	0	0	0
Accident Occurred During	-LANDING				2
					10

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- GARRETT TPE331	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 12500	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 22	Rated Power	- 940 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	WICHITA, KS	
Completeness	Destination	Airport Data
Basic Weather	TOPEKA, KS	DOWNTOWN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 03
Cloud Conditions(1st)	- IFR	Runway Lth/Wid
Cloud Conditions(2nd)	- TOWER	- 5052/ 150
Obstructions to Vision	Type Approach Flown	- ASPHALT
Precipitation	- VISUAL STRAIGHT-IN	Runway Status
Condition of Light		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- YES	Total
SE LAND, ME LAND	Months Since	- UNK/NR	- 9273
	Aircraft Type	- SA226TC	Make/Model
			- 3456
			Instrument
			- UNK/NR
			Multi-Eng
			- 9043

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE APPROACH TO TOPEKA THE CREW WAS UNABLE TO EXTEND THE LEFT GEAR. THE CREW DIVERTED TO KANSAS CITY, AND AFTER MANY UNSUCCESSFUL ATTEMPTS TO LOWER THE LEFT GEAR ELECTED TO LAND WHEELS-UP. THE LEFT MAIN GEAR WAS JAMMED INTO THE GEAR DOORS. THE AFT HINGE BOLT WAS MISSING FROM THE LEFT INBOARD GEAR DOOR, ALLOWING THE GEAR DOOR TO SHIFT JUST ENOUGH TO JAM THE GEAR AS IT STARTED TO EXTEND. 17 DAYS PRIOR TO THE ACCIDENT THE LOOSE AFT HINGE WAS NOTED DURING PREFLIGHT. COMPANY MAINTENANCE WAS UNABLE TO RETORQUE THE BOLT DUE TO THE NUTPLATE ATTACHMENT RIVETS BEING STRIPPED. THIS ITEM WAS BEING CARRIED AS A DELAYED DISCREPANCY. THESE PARTS CAN ONLY BE LUBRICATED BEFORE INSTALLATION. THE ENTIRE ASSEMBLY IS ALMOST IMPOSSIBLE TO INSPECT, REMOVE, LUBRICATE, INSTALL, TORQUE & SAFETY REPLACEMENT OF THE NUTPLATE IS CONSIDERED A MAJOR UNDERTAKING THE MANUFACTURER STATED THAT "SHORT CYCLING" THE GEAR AS MANY AS 18 TIMES WOULD EVENTUALLY BREAK OPEN THE GEAR DOORS. THIS EMERGENCY METHOD OF EXTENDING THE GEAR HAD NOT BEEN DISSEMINATED TO ALL OPERATORS.

Brief of Accident (Continued)

File No. - 1739

8/20/82

KANSAS CITY,MO

A/C Reg. No. N237AM

Time (Lcl) - 1443 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
2. LANDING GEAR,MAIN GEAR - MOVEMENT RESTRICTED
3. DOOR,LANDING GEAR - ASSEMBLY
4. DOOR,LANDING GEAR - LOOSE
5. DOOR,LANDING GEAR - DISCONNECTED
6. REPLACEMENT - NOT PERFORMED - COMPANY MAINTENANCE PSNL
7. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - MANUFACTURER

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INFORMATION INSUFFICIENT - MANUFACTURER
10. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1747

8/20/82

FSK,MO

A/C Reg. No. N8787L

Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-25-235

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 225/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRSTRIP

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 - 40

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model- 3250

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS TAKING OFF FROM A SMALL AG STRIP WHEN HIS LEFT WING WENT INTO MILO GROWING BESIDE THE STRIP. SUBSEQUENTLY, THE AIRCRAFT SPUN AROUND AND FLIPPED OVER. THIS WAS THE PILOT'S TENTH TAKEOFF ON THAT DAY. HE REPORTED THAT THE WIND WAS FROM THE SOUTHWEST AT 14 GUSTING 15 KTS

Brief of Accident (Continued)

File No. - 1747

8/20/82

FISK,MO

A/C Reg. No. N8787L

Time (Lcl) - 1300 CDT

---

Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1741      8/22/82      OZARK,MO

A/C Reg. No. N922

Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

0

0

1

0

Pass

0

0

0

0

Other

0

2

1

0

-----Aircraft Information-----

Make/Model - LAWSON SPECIAL DG-1

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 839

No. of Seats - 1

Eng Make/Model - CONTINENTAL C85-8FU

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 85 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OZARK,MO

Destination

CARTHAGE,MO

Airport Proximity

ON AIRPORT

Airport Data

AIR PARK SOUTH

Runway Ident - 17

Runway Lth/Wid - 2535/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 184

Make/Model- 59

Instrument- 2

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED DURING A FLY-IN. SEVERAL HUNDRED SPECTATORS WERE AT THE ARPT. THE ACFT LIFTED OFF RWY 18 IN A NOSE-HIGH ATTITUDE, THE LEFT WING DIPPED DOWN & THE ACFT SETTLED BACK TO THE GROUND IN A NOSE-HIGH ATTITUDE. THE ACFT IMPACTED ABOUT 50 FT EAST OF THE RWY HEADING SE & THEN SLID ABOUT 200 FT ACROSS THE GRASS BEFORE HITTING THREE SPECTATORS WHO WERE POSITIONED ALONG A LINE 200 FT EAST OF THE NORTH RWY. THE PLT STATED THAT A RADIO CONTROLLED MODEL AIRPLANE APPEARED IN FRONT OF HIM JUST AFTER LIFT-OFF & HE INSTINCTIVELY BANKED TO AVOID THE MODEL. A WITNESS SAID HE SAW R/C'S OPERATING IN THE VICINITY OF THE RWY BEFORE & AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1741

8/22/82

OZARK,MO

A/C Reg. No. N922

Time (Lc1) - 1615 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES - CONGESTED
2. AIRPORT FACILITIES - INADEQUATE
3. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL
4. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - AIRPORT PERSONNEL
5. OBJECT - OBJECT
6. UNSAFE/HAZARDOUS CONDITION - PERFORMED - SPECTATOR
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

10. OBJECT - OTHER PERSON

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,8

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. - 1616      8/30/82      HIGGINSVILLE, MO      A/C Reg. No. N6914D      Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		HARBET
Wind Dir/Speed- CALM		Runway Ident - 28
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2300/ 100
Cloud Conditions(1st) - NONE	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Approach Flown - VISUAL FULL CIRCUIT	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 283
SE LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - PA-22	Make/Model- 36
		Instrument- 51
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A POWER-OFF LANDING AT A PRIVATE AIRSTRIPE, THE PILOT ADDED POWER FOR A GO-AROUND. THE ENGINE SPUTTERED, LOST POWER AND THE PILOT MADE A FORCED LANDING IN A TERRACED AREA. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER. WATER WAS FOUND IN THE FUEL IN THE LEFT TANK AND IN THE FUEL GASCUATOR. WHEN THE WATER WAS REMOVED THE ENGINE RAN NORMALLY. NO WATER WAS FOUND IN THE RIGHT TANK.



Brief of Accident (Continued)

File No. - 1616

8/30/82

HIGGINSVILLE, MO

A/C Reg. No. N6914D

Time (Lcl) - 1930 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. FLUID, FUEL - WATER
4. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - UPHILL

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) 2,4

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. - 1651      8/05/82      BILLINGS,MT      A/C Reg. No. N895K      Time (Lcl) - 1045 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	3

-----Aircraft Information----

Make/Model	- BEECH 90	Eng Make/Model	- P&W PT6A-6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9300	Engine Type	- TURBOPROP	Weather Radar	- UNK/NR
No. of Seats	- 10	Rated Power	- 500 HP		

-----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	CALGARY,CD	
Completeness	Destination	Airport Data
Basic Weather	BILLINGS,MT	BILLINGS LOGAN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 22
Cloud Conditions(1st)	- VFR	Runway Lth/Wid
Cloud Conditions(2nd)	- TOWER	- 5704/ 150
Obstructions to Vision	Type Approach Flown	Runway Surface
Precipitation	- VISUAL STRAIGHT-IN	- ASPHALT
Condition of Light		Runway Status
		- DRY

-----Personnel Information----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	Total	- 4000
SE LAND,ME LAND	Months Since	Make/Model	- 1280
	Aircraft Type	Instrument	- 420
		Multi-Eng	- 2800
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MISJUDGED ALTITUDE & AIRSPEED RESULTING IN A HARD LANDNG. THE RIGHT MAIN GEAR ASSEMBLY BROKE THROUGH THE UPPER SURFACE OF THE WING. THE RWY IS ABOUT 3-6 INCHES HIGHER THAN THE PRECEDING TERRAIN.

Brief of Accident (Continued)

File No. - 1651

8/05/82

BILLINGS, MT

A/C Reg. No. N895K

Time (Lc1) - 1045 MDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. AIRSPEED - MISJUDGED - PILOT IN COMMAND  
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2        GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. LANDING GEAR, 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1687

7/20/82

GREENSBORO, NC

A/C Reg. No. N2260K

Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - EVANS VP-1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 900  
No. of Seats - 1

Eng Make/Model - VW 1700.  
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 - 8.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SOUTHEAST  
Runway Ident - 17  
Runway Lth/Wid - 3000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	51	Last 24 Hrs	UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT AT ABOUT 100 FT AGL AFTER TAKEOFF. THE ACFT STRUCK THE GROUND APPROXIMATELY 80 DEG NOSE DOWN. INSPECTION OF THE FUEL STRAINER REVEALED THE SCREEN GASKET BENT DOUBLE WHICH WOULD ALLOW FOREIGN MATTER TO ENTER THE CARBURETOR. THE FIBERGLASS FUEL TANK WAS NEW, WITH 36.9 FLT HOURS.

Brief of Accident (Continued)

File No. - 1687

7/20/82

GREENSBORO, NC

A/C Reg. No. N226OK

Time (Lcl) - 1945 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, STRAINER - BENT
  2. FLUID, FUEL - CONTAMINATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    APPROACH

-----  
Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----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. - 1657      7/28/82      LAURINBURG, NC      A/C Reg. No. N733JU      Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
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 - UNK/NR  
Method - RADIO  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 250/010 KTS  
Visibility - 5.0 SM  
Cloud Conditions(1st) - 2000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
DILLON, SC  
Destination  
BENNETTSVILLE, NC

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 - 49  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	968
Make/Model-	450
Instrument-	525
Multi-Eng -	39
Last 24 Hrs -	11
Last 30 Days-	UNK/NR
Last 90 Days-	139

Instrument Rating(s) - NONE

-----Narrative-----

THE WEATHER BRIEFING FORECAST THUNDERSTORMS HOWEVER THE PILOT TOOK OFF ON A CROSS COUNTRY AND CIRCUMNAVIGATED TWO CELLS. THE AIR BECAME TURBULENT SO THE PILOT DECIDED TO LAND IN A PLOWED FIELD. A DOWNDRAFT CAUGHT THE PLANE AND IT LANDED NOSE DOWN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1657

7/28/82

LAURINBURG, NC

A/C Reg. No. N733JU

Time (Lc1) - 1900 EDT

-----  
Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WEATHER CONDITION - DOWNDRAFT
  5. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1702

8/01/82

MT AIRY, NC

A/C Reg. No. N61856

Time (Lcl) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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 - BRFG RCVD, SOURCE UNK  
Method - TELEPHONE  
Completeness - UNK/NR

Itinerary

Last Departure Point  
ROCKINGHAM, NC  
Destination  
MT. AIRY, NC

Airport Proximity  
ON AIRPORT

Basic Weather - VMC  
Wind Dir/Speed- 270/007 KTS  
Visibility - 6.0 SM  
Cloud Conditions(1st) - 5000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Data

MT. AIRY-SURRY CTY  
Runway Ident - 36  
Runway Lth/Wid - 3500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 0

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	70	Last 24 Hrs	-	0
Make/Model	-	16	Last 30 Days	-	UNK/NR
Instrument	-	2	Last 90 Days	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING AT THE DESTINATION, THE PILOT LANDED ON RUNWAY 36 WITH A WESTERLY WIND AT ABOUT 7 GUSTING 10 KTS. AFTER TOUCHDOWN, THE PLANE VEERED TO THE RIGHT, HIT A DITCH AND WAS DAMAGED. A POST CRASH EXAMINATION REVEALED NO DISCREPANCIES WITH THE BRAKING SYSTEM OR NOSEWHEEL STEERING.



Brief of Accident (Continued)

File No. - 1702

8/01/82

MT AIRY, NC

A/C Reg. No. N61856

Time (Lcl) - 1410 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 - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 1712      8/28/82      ANGIER, NC      A/C Reg. No. N9374F      Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING H10-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATC/Airspace	Runway Ident - N/A
Wind Dir/Speed- 330/007 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7900
ME LAND	Months Since - 3	Last 24 Hrs - 10
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 450
		Last 30 Days- UNK/NR
		Instrument- 210
		Last 90 Days- 76
		Multi-Eng - UNK/NR
		Rotorcraft - 450

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE SPAYING SOY BEANS, THE PILOT OBSERVED 3 POWER LINES BORDERING THE FIELD, BUT FAILED TO SEE A FOURTH. WHILE ON A SWATH RUN, THE HELICOPTER STRUCK THE FOURTH LINE WITH THE MAIN AND TAIL ROTOR BLADES WHICH RESULTED IN A FORCED LANDING.

Brief of Accident (Continued)

File No. - 1712

8/28/82

ANGIER, NC

A/C Reg. No. N9374F

Time (Lc1) - 1100 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1736      5/16/82      MARMATH,ND      A/C Reg. No. N8617J      Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model      - ENSTROM F-28C	Eng Make/Model - LYCOMING HIO-360-E1BD	ELT Installed/Activated - NO -N/A
Landing Gear      - SKID	Number Engines      - 1	Stall Warning System - NO
Max Gross Wt      - 2350	Engine Type      - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats      - 3	Rated Power      - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	BAKER,MT	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	MARMATH,ND	Runway Ident      - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid      - UNK/NR
Visibility      - 25.0      SM	Type of Flight Plan - NONE	Runway Surface      - GRASS/TURF
Cloud Conditions(1st) - NONE	Type of Clearance      - NONE	Runway Status      - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - UNK/NR
	Months Since      - N/A	Make/Model- 51
HELICOPTER	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft      - 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS IN FLIGHT AT ABOUT 75 TO 80 FT AGL, THE ENGINE LOST POWER. DURING AN AUTOROTATIVE LANDING IN AN OPEN PASTURE, A SKID DUG INTO THE GROUND AND THE HELICOPTER ROLLED OVER. A SUBSEQUENT ENGINE TEARDOWN REVEALED EVIDENCE THAT THE ENGINE HAD BEEN OPERATED IN AN OVERSPEED CONDITION OVER A PROLONGED PERIOD OF TIME. THERE WAS EVIDENCE OF HIGH VALVE SEATING VELOCITIES AND BOUNCING, THE UPPER SPRING SEATS HAD BEEN STRIKING THE TOPS OF THE VALVE GUIDES, FATIGUE FAILURE OF THE KEEPERS HAD OCCURRED, AND SUBSEQUENTLY, A VALVE FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 1736

5/16/82

MARMATH,ND

A/C Reg. No. N8617J

Time (Lc1) - 1830 MDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FATIGUE
  2. POWERPLANT CONTROLS - IMPROPER USE OF -
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1644      7/26/82      LEONARD,ND      A/C Reg. No. N4461Y      Time (Lc1) - 0800 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
					None
					1
					0

-----Aircraft Information-----

Make/Model      - PIPER PA-25-235	Eng Make/Model      - LYCOMING O-540-B2B5	ELT Installed/Activated      - NO	-N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES	
Max Gross Wt      - 2900	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar      - NO	
No. of Seats      - 1	Rated Power      - 235 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method      - UNK/NR	GWINNER,ND	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	LEONARD,ND	LEONARD MUNICIPAL
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Ident      - UNK/NR
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - UNK/NR
Cloud Conditions(1st)      - 11000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Cloud Conditions(2nd)      - 25000 FT OVERCAST	Type Approach Flown      - NONE	Runway Status      - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 27	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - YES	Total      - 2478
SE LAND	Months Since      - 17	Make/Model- 494
	Aircraft Type      - PA-32RT	Instrument- 63
		Last 24 Hrs      - 3
		Last 30 Days- 100
		Last 90 Days- 150

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PILOT STATED THE ENGINE LOST POWER AS HE PULLED UP FROM THE FINAL SPRAY RUN. THE AIRCRAFT WING CONTACTED A TREE AND A FORCED LANDING WAS MADE IN A BARLEY FIELD. POST FLIGHT EXAM SHOWED NO REASON FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1644

7/26/82

LEONARD,ND

A/C Reg. No. N4461Y

Time (Lc1) - 0800 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  
-----

-----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. - 1615

8/06/82

GRAFTON,ND

A/C Reg. No. N6509K

Time (Lc1) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -CROP CONTROL RELATED FLIGHT

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

0

1

Accident Occurred During -TAXI

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - GRUMMAN G164B

Eng Make/Model - P&W R1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

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- 180/005 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

GRAFTON MUNICIPAL

Runway Ident - 17

Runway Lth/Wid - 3900/ 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)

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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 13326

Make/Model- 10000

Instrument- 300

Multi-Eng - 192

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHEN HE BEGAN TO TAXI HE NOTICED A CESSNA 172 WITH ITS ENGINE RUNNING IN FRONT OF A HANGAR, ABOUT 500 FEET AHEAD AND TO HIS LEFT. CONTINUING HIS TAXI, THE PILOT'S ATTENTION WAS DIVERTED BY AN AIRCRAFT ON THE RIGHT. WHEN HE LOOKED FORWARD AGAIN TO CHECK THE LOCATION OF THE CESSNA THE COLLISION OCCURRED.



Brief of Accident (Continued)

File No. - 1615

8/06/82

GRAFTON,ND

A/C Reg. No. N6509K

Time (Lcl) - 1900 CDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1615

8/06/82

GRAFTON,ND

A/C Reg. No. N8909V

Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL - DUAL

Fire  
NONE

Crew  
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES-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- 180/005 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

Airport Proximity

ON AIRPORT

Airport Data

GRAFTON MUNICIPAL

Runway Ident - 17

Runway Lth/Wid - 3900/ 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)

COMMERCIAL,CFI

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 297 Last 24 Hrs - 0

Make/Model- 159 Last 30 Days- UNK/NR

Instrument- 64 Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER STARTING THE ENGINE THE STUDENT PILOT TAXIED TO THE RUNUP AREA. HE ALSO STATED THE ENGINE RUNUP TOOK SEVERAL MINUTES. AFTER THE RUNUP HE SAID HE GLANCED BEHIND THE AIRCRAFT AND SAW THE AG CAT BUT COULD NOT TAKE EVASIVE ACTION IN TIME.

Brief of Accident (Continued)

File No. - 1615

8/06/82

GRAFTON,ND

A/C Reg. No. N8909V

Time (Lc1) - 1900 CDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1603      8/21/82      ARTHUR,ND

A/C Reg. No. N9066V

Time (Lc1) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	2

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - MOONEY M-20F  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2740  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A1D  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility      - 6.0 SM  
Cloud Conditions(1st) - 2500 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GRAND FORKS,ND  
Destination  
ARTHUR,ND

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

ARTHUR MUNICIPAL  
Runway Ident      - 17  
Runway Lth/Wid      - 2600/ 132  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 0  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 990	Last 24 Hrs	- 3
Make/Model-	870	Last 30 Days-	0
Instrument-	19	Last 90 Days-	35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED LONG AND FAST. THE AIRCRAFT COLLIDED WITH AN ELEVATED ROADBED, SHEARING OFF THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1603

8/21/82

ARTHUR,ND

A/C Reg. No. N9066V

Time (Lc1) - 1600 CDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WET
  5. TERRAIN CONDITION - DIRT BANK
- 

Occurrence #3            COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1602

8/20/82

HOLDREGE, NE

A/C Reg. No. N8809J

Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				

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 - 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 - 5400

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/004 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

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BREWSTER

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2303

Make/Model- 127

Instrument- 46

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 320

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE STOPPED FROM FUEL EXHAUSTION. THE PILOT HAD FINISHED SPRAYING AND WAS ON HIS WAY TO REFUEL WHEN THE LOSS OF POWER OCCURRED. HE PICKED OUT A SHORT FIELD FOR LANDING AND THE TAILWHEEL AIRCRAFT NOSED OVER DUE TO SOFT TERRAIN. THE PILOT SAID HE SHOULD HAVE INITIALLY UNLOADED MORE FUEL.

Brief of Accident (Continued)

File No. - 1602

8/20/82

HOLDREGE, NE

A/C Reg. No. N8809J

Time (Lc1) - 1300 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
  4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
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) 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. - 1746

8/21/82

THEDFORD,NE

A/C Reg. No. N3419E

Time (Lc1) - 2310 CDT

-----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	2	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC  
Wind Dir/Speed- 140/006 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 25000 FT BROKEN  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- UNK/NR  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
O'NEILL,NE

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

THOMAS COUNTY  
Runway Ident - 26  
Runway Lth/Wid - 2800/ 50  
Runway Surface - CONCRETE  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 201  
Make/Model- 124  
Instrument- 0  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER HE TOOK OFF ON A DARK NIGHT, HE REMEMBERED THERE WERE OBSTACLES IN THAT AREA AND HE REVERSED HIS DIRECTION OF TURN. HE STATED THAT AFTER REVERSING THE TURN, HE BECAME DISORIENTED AND THE AIRCRAFT DROVE INTO THE GROUND.



Brief of Accident (Continued)

File No. - 1746

8/21/82

THEDFORD,NE

A/C Reg. No. N3419E

Time (Lc1) - 2310 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1787      8/24/82      SIDNEY, NE      A/C Reg. No. N5464E      Time (Lcl) - 1830 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	Pass	0	0	0	1
Accident Occurred During	-LANDING	NONE	0	0	0	0

-----Aircraft Information-----

Make/Model - SKYBOLT	Eng Make/Model - LYCOMING G0-435-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	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- 060/004 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 OBERLIN, KS</p> <p>Destination SIDNEY, NE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flow - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SIDNEY MUNI</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
---	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2022
SE LAND	Months Since - 23	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 59
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PILOT USED HIS 1981 ISSUE OF THE AOPA AIRPORT DIRECTORY TO SELECT A RUNWAY FOR LANDING AT SIDNEY, NE. THE DIRECTORY SHOWED THAT THERE WAS A 3800 FT SOD RUNWAY (08/26) AND A 6600 FT CONCRETE RUNWAY (12/30). THE PILOT ELECTED TO LAND ON THE SOD RUNWAY, NOT KNOWING IT HAD BEEN CLOSED. DURING THE LANDING, THE AIRCRAFT STRUCK A DRAINAGE DITCH THAT HAD BEEN DUG ACROSS THE AREA. THE PILOT STATED THAT DURING LANDING, HIS FORWARD VISIBILITY WAS POOR AND HE DID NOT SEE THE DITCH UNTIL JUST PRIOR TO IMPACT. THE AIRPORT MANAGER STATED THAT THE SOD RUNWAY HAD BEEN CLOSED FOR OVER A YEAR AND THE RUNWAY BOUNDARY MARKERS HAD BEEN REMOVED. ALSO, HE SAID THAT RECENTLY, WHEAT HAD BEEN HARVESTED FROM THE AREA PREVIOUSLY USED AS A RUNWAY AND A DRAINAGE DITCH HAD BEEN DUG.

Brief of Accident (Continued)

File No. - 1787

8/24/82

SIDNEY, NE

A/C Reg. No. N5464E

Time (Lcl) - 1830 MDT

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1610      7/25/82      MOULTONBORO,NH      A/C Reg. No. N64BC      Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-18S  
Landing Gear - FLOAT  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 125 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 - 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  
FORGE VILLAGE,MA

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 - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, SE SEA

Age - 63

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2825	Last 24 Hrs	-	0
Make/Model-	150		Last 30 Days-	UNK/NR	
Instrument-	10		Last 90 Days-	20	

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE TAXIED TO A TAKEOFF POINT FARTHER OUT THAN NORMAL AND IT TOOK LONGER TO GET THE PLANE "ON THE STEP" DUE TO VERY HEAVY AIR. WHEN THE PILOT REACHED THE ABORT POINT HE USED CONTROL BACK PRESSURE TO "POP OFF" THE WATER. HOWEVER, HE WAS UNABLE TO CLEAR THE TREES DURING THE CLIMB-OUT. THE TEMPERATURE WAS ESTIMATED TO BE 78 DEGREES.

Brief of Accident (Continued)

File No. - 1610

7/25/82

MOULTONBORO,NH

A/C Reg. No. N64BC

Time (Lc1) - 1645 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
  2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  3. CLIMB - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1633

8/08/82

BARNSTEAD,NH

A/C Reg. No. N3627Z

Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-160  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1840  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 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  
LACONIA,NH  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LOCKE LAKE  
Runway Ident - 15  
Runway Lth/Wid - 2500 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	149	Last 24 Hrs -	1
Make/Model-	16	Last 30 Days-	UNK/NR	
Instrument-	8	Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE LOST POWER DURING TAKEOFF AND LANDED IN TREES OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1633

8/08/82

BARNSTEAD,NH

A/C Reg. No. N3627Z

Time (Lc1) - 1230 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

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. - 1628      8/02/82      LONG BRANCH,NJ      A/C Reg. No. N2705M      Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL ADVERTISING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-12  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1625  
No. of Seats      - 3

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 165/005 KTS  
Visibility      - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
COLTS NECK,NJ  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	900	Last 24 Hrs -	3
Make/Model-	30		Last 30 Days-	UNK/NR
Instrument-	78		Last 90 Days-	125

Instrument Rating(s) - NONE

-----Narrative-----

EVEN THOUGH HE HAD PERFORMED SEVERAL BANNER PICK-UPS DURING THE AFTERNOON THE PILOT DID NO REFUELING. AFTER 4 HOURS OF TOWING BANNERS THE ENGINE QUIT. THE PILOT STATED THE GAUGES READ 1/3 FULL OF FUEL. THE PILOT DITCHED THE AIRCRAFT WHICH SANK AND HAS NOT BEEN RECOVERED.



Brief of Accident (Continued)

File No. - 1628

8/02/82

LONG BRANCH, NJ

A/C Reg. No. N2705M

Time (Lc1) - 1700 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
  2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        DITCHING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1753      8/07/82      HANOVER,NJ      A/C Reg. No. N2502Z      Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - BELLANCA 8KCAB  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 3

Eng Make/Model - LYCOMING AE10-360-H1A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/002 KTS  
Visibility      - 6.0 SM  
Cloud Conditions(1st) - 4500 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
PHILIPSBURG,PA  
Destination  
HANOVER,NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HANOVER  
Runway Ident      - 27  
Runway Lth/Wid      - 2000/ 40  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE,COMMERCIAL  
SE LAND,ME LAND

Age - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	1330	Last 24 Hrs	-	8
Make/Model	-	360	Last 30 Days	-	UNK/NR
Instrument	-	15	Last 90 Days	-	40
Multi-Eng	-	21			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING, THE RIGHT BRAKE FAILED AFTER HE TOUCHED DOWN ABOUT MIDWAY ON THE RUNWAY AT NIGHT. HE STATED THAT HE TRIED TO STOP BY USING A COMBINATION OF RIGHT RUDDER AND LEFT BRAKE. HOWEVER, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY. AFTER DEPARTING THE RUNWAY, THE RIGHT WHEEL DUG IN, THE RIGHT WING HIT THE GROUND, AND THE AIRCRAFT WENT UP ON ITS NOSE.

Brief of Accident (Continued)

File No. - 1753

8/07/82

HANOVER, NJ

A/C Reg. No. N2502Z

Time (Lcl) - 2030 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      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) 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. - 1719      4/15/82      RUIDOSO MUNI,NM      A/C Reg. No. N40260      Time (Lcl) - 1740 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	2	Serious	Minor	None
Accident Occurred During -LANDING			1	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING TIO-540	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 - 7	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	AMARILLO, TX	RUIDOSO MUNICIPAL
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 75
Cloud Conditions(1st) - 15000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 260
SE LAND	Months Since - 6	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
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT TOOK OFF FROM RUNWAY 18 WITH 4 OCCUPANTS AND ABOUT 98 GAL OF FUEL ON BOARD. THE WIND WAS FROM 210 DEG AT 8, GUSTING 20 KTS, THE PRESSURE ALTITUDE WAS ABOUT 8900 FT AND MODERATE TURBULENCE WAS REPORTED. ACCORDING TO WITNESSES, THE AIRCRAFT MADE A LONGER THAN NORMAL TAKEOFF ROLL AND NEVER GAINED MUCH ALTITUDE. A LEFT TURN WAS MADE JUST SOUTH OF THE RUNWAY WHILE STILL AT A VERY LOW ALTITUDE AND THE AIRCRAFT WAS UNABLE TO CLEAR THE TREES IN A WOODED AREA. ABOUT 365 FT PAST THE FIRST CONTACT WITH THE TREES, THE PLANE IMPACTED THE GROUND. AN INVESTIGATION REVEALED NO PREIMPACT MALFUNCTION OR FAILURE. A VISUAL OBSERVATION OF THE SPARK PLUGS REVEALED INDICATIONS OF A RICH MIXTURE AND THE MIXTURE CONTROL WAS FOUND IN THE FULL RICH POSITION. THE AIRPORT ELEVATION WAS 6911 FT, THE ELEVATION OF THE CRASH SITE WAS REPORTED TO BE 7133 FT IN THE VICINITY OF HILLY/MOUNTAINOUS TERRAIN. THE CONFIGURATION OF THE GEAR AND FLAPS AFTER LIFT-OFF WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1719

4/15/82

RUIDOSO MUNI,NM

A/C Reg. No. N4026Q

Time (Lcl) - 1740 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE, CLEAR AIR
5. WEATHER CONDITION - GUSTS
6. 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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1727      5/08/82      LOS LUNAS,NM      A/C Reg. No. N48032      Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	1	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BLANIK L-13  
Landing Gear - N/A  
Max Gross Wt - 1102  
No. of Seats - 2

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 60.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

MID VALLEY  
Runway Ident - 17  
Runway Lth/Wid - 4425/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND

GLIDER

Age - 24

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 788	Last 24 Hrs	- UNK/NR
Make/Model-	250	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng	- 6		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING THE LEFT WING STRUCK A BYSTANDER WHO WANDERED ONTO THE EDGE OF THE ASPHALT OVERRUN TAKING PHOTOGRAPHS OF THE LANDING. THERE IS A CAUTION SIGN POSTED ON THE NORTH ACCESS ROAD OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1727

5/08/82

LOS LUNAS,NM

A/C Reg. No. N48032

Time (Lc1) - 1200 MDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - SPECTATOR

-----  
----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. - 1800

8/15/82

SANTA FE,NM

A/C Reg. No. N67834

Time (Lcl) - 0915 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries  
Serious

Minor

None

Type of Operation -INSTRUCTIONAL - SOLO

Fire  
NONE

Crew  
Pass

0  
0

0  
0

0  
0

1  
0

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - NO -UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/009 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

,NM

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

SANTA FE MUNICIPAL

Runway Ident - 02

Runway Lth/Wid - 8322/ 100

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 8

Last 24 Hrs - 3

SE LAND

Months Since - N/A

Make/Model- 8

Last 30 Days- 8

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SUPERVISED SOLO FLIGHT. DURING A TOUCH-AND-GO LANDING, WHEN POWER WAS ADDED FOR TAKEOFF, AT ABOUT 50 KTS, HE LOST CONTROL OF THE AIRCRAFT DEPARTED THE RUNWAY, IT STRUCK A BUSH AND NOSED OVER.



Brief of Accident (Continued)

File No. - 1800

8/15/82

SANTA FE,NM

A/C Reg. No. N67834

Time (Lcl) - 0915 MDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH AND GO LANDING - INITIATED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(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) 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. - 1723      8/15/82      ALBUQUERQUE,NM      A/C Reg. No. N5404K      Time (Lcl) - 1030 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

Crew

Flight Conducted Under      -14 CFR 91

NONE

Pass

Accident Occurred During      -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172P

Eng Make/Model - LYCOMING O-320-D2J

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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

Airport Proximity

ON AIRPORT

Airport Data

ALAMEDA

Runway Ident - 17

Runway Lth/Wid - 6080 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

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 - 23      Last 24 Hrs - 2

Make/Model- 23      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT AFTER A BOUNCED LANDING. THE AIRCRAFT RAN OFF THE SIDE OF THE RUNWAY, ENCOUNTERED SANDY TERRAIN, AND WAS DAMAGED. THE DENSITY ALTITUDE WAS ABOUT 7000 FT.

Brief of Accident (Continued)

File No. - 1723

8/15/82

ALBUQUERQUE,NM

A/C Reg. No. N5404K

Time (Lc1) - 1030 MDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

7. 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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1725

9/26/82

LOS LUNAS,NM

A/C Reg. No. N33FN

Time (Lcl) - 1515 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - SAVILLE HUMMER FALCON AA-1A

Eng Make/Model - CUYUNA 430

ELT Installed/Activated - NO -N/A

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LOS LUNAS,NM

Destination

ALBUQUERQUE,NM

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 58 Last 24 Hrs - 2

Make/Model- 18 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 14

Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS FLYING A HOME BUILT, ULTRALIGHT AIRCRAFT WHICH HAD BEEN ISSUED AN AIRWORTHINESS CERTIFICATE. THE AIRCRAFT WAS ABOUT 1100 FT AGL WHEN THE ENGINE LOST POWER. DURING A FORCED LANDING, THE AIRCRAFT STRUCK A FENCE AND FLIPPED OVER. AN INVESTIGATION REVEALED THAT AN ELECTRICAL SHORT IN THE SINGLE IGNITION SYSTEM HAD RENDERED IT INOPERATIVE. THE PILOT BELIEVED THAT HIS FIVE-POINT SEAT BELT/SHOULDER HARNESS SYSTEM PREVENTED PERSONAL INJURY DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1725

9/26/82

LOS LUNAS,NM

A/C Reg. No. N33FN

Time (Lc1) - 1515 MST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)  
1. IGNITION SYSTEM - SHORTED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL  
-----

Finding(s)  
2. OBJECT - FENCE  
-----

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - ROLL  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1649      5/01/82      NORTH LAS VEGAS,NV      A/C Reg. No. N9336F      Time (Lcl) - 1145 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL MAPPING/PHOTOGRAPHY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Serious  
0  
0

Minor  
0  
1

None  
1  
0

-----Aircraft Information-----

Make/Model      - HUGHES 269B  
Landing Gear      - SKID  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model - LYCOMING HIO-360-A1A  
Number Engines - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 180 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- 240/020 KTS  
Visibility      - 50.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,PRIVATE  
SE LAND  
HELICOPTER

Age - 24

Biennial Flight Review

Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total      - 664      Last 24 Hrs - 3  
Make/Model- 178      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 13  
Rotorcraft      - 247

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RAN OUT OF FUEL AND AUTOROTATED TO A HARD LANDING. HE STATED THE LOW FUEL WARNING LIGHT NEVER CAME ON. HE WAS GOING TO USE THIS AS A SIGNAL TO REFUEL. THIS WOULD GIVE ABOUT 15 MINUTES OF CRUISE FLIGHT. THE LOW LEVEL WARNING SWITCH WIRING WAS FOUND BROKEN & DISCONNECTED.

Brief of Accident (Continued)

File No. - 1649

5/01/82

NORTH LAS VEGAS,NV

A/C Reg. No. N9336F

Time (Lc1) - 1145 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
4. ELECTRICAL SYSTEM,ELECTRIC WIRING - DISCONNECTED
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. WARNING SYSTEM(OTHER) - INOPERATIVE

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1685

7/14/82

CARSON CITY, NV

A/C Reg. No. N301M

Time (Lc1) - 0740 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 195

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3350

No. of Seats - 5

Eng Make/Model - JACOBS R-915-7

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 330 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 - 40.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

TACOMA, WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CARSON AIRPORT

Runway Ident - 27

Runway Lth/Wid - 5900/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flow - VISUAL FULL CIRCUIT

TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - C-195

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1517	Last 24 Hrs	- 0
-------	--------	-------------	-----

Make/Model-	316	Last 30 Days-	0
-------------	-----	---------------	---

Instrument-	2	Last 90 Days-	0
-------------	---	---------------	---

Instrument Rating(s) - NONE

-----Narrative-----

IT WAS REPORTED THE PLT WAS GOING TO MAKE SOME TOUCH & GO LANDINGS BEFORE STARTING OUT ON THE CROSS-COUNTRY. ON THE THIRD APPROACH THE ACFT WAS OBSERVED ON FINAL APPROACH, ABOUT 300 YDS FROM THE RWY, MAKING A LEFT TURN OF ABOUT 360 DEG AT A LOW ALTITUDE. AT THIS TIME ANOTHER ACFT HAD JUST TAKEN OFF FROM THE RWY. WHILE IN THE TURN & COMING BACK ON FINAL THE ACFT WAS OBSERVED TO STALL, ROLL TO THE RIGHT & CRASH IN A STEEP NOSE DOWN ATTITUDE.



Brief of Accident (Continued)

File No. - 1685

7/14/82

CARSON CITY,NV

A/C Reg. No. N301M

Time (Lc1) - 0740 PDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
  2. MANEUVER - INITIATED - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 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. - 1703      4/29/82      NEW YORK CITY,NY      A/C Reg. No. N16959      Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -SIGHTSEEING(NOT PART 135)	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					5

-----Aircraft Information-----

Make/Model - BELL 206L	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 4000	Engine Type - TURBOSHAFT	Weather Radar - NO	
No. of Seats - 7	Rated Power - 420 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		Runway Ident - N/A
Wind Dir/Speed- 350/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1339
SE LAND	Months Since - 2	Make/Model- 584
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 119
		Multi-Eng - 17
		Last 24 Hrs - 3
		Last 30 Days- 30
		Last 90 Days- 136
		Rotorcraft - 917

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE FLT DEPARTED THE 34TH STREET HELIPORT ON A LOCAL SIGHTSEEING FLT TO THE STATUE OF LIBERTY & RETURN. AS THE FLT CROSSED LOWER MANHATTAN, ABOUT 1/4 MI FROM THE EAST RIVER, THE PLT HEARD THE LOW RPM AUDIO SIGNAL. HE LOWERED THE COLLECTIVE & ROTOR RPM RETURNED TO THE GREEN. WHILE TURNING TO THE EAST RIVER THE GENERATOR-OUT & ENG-OUT LIGHTS' ILLUMINATED. THE FLOATS WERE INFLATED & THE HELICOPTER CONTACTED THE WATER IN A LEVEL ATTITUDE. THE NOSE THEN CONTACTED THE WATER & THE CHIN BUBBLE BROKE. WATER ENTERED THE HELICOPTER & IT ROLLED RIGHT TO AN INVERTED POSITION. INVESTIGATION DISCLOSED THAT THE FILTER LINE BETWEEN THE COMPRESSOR SCROLL & THE POWER CONTROL UNIT HAD BROKEN AT THE FILTER END. A VISUAL EXAMINATION OF THE FAILED PC LINE & THE B-NUT FITTING DISCLOSED THAT THE FRACTURE OCCURRED AT THE OUTBOARD END OF THE FERRUL.

Brief of Accident (Continued)

File No. - 1703

4/29/82

NEW YORK CITY,NY

A/C Reg. No. N16959

Time (Lc1) - 1145 EDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - FAILURE,PARTIAL

-----  
Occurrence #2            DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

-----  
Occurrence #3            ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE,PARTIAL  
4. TERRAIN CONDITION - WATER,ROUGH

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1638

7/25/82

HUNTER, NY

A/C Reg. No. N8493M

Time (Lc1) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	3

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 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  
BROOKHAVEN, NY  
Destination  
HUNTER, NY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HUNTER MOUNTAIN  
Runway Ident - 18  
Runway Lth/Wid - 2700/ 150  
Runway Surface - GRAVEL  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 34

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 128	Last 24 Hrs - 0
Make/Model- 37	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE BRAKES WERE INEFFECTIVE DURING LANDING & THE ACFT RAN OFF THE SIDE OF THE RWY & CAME TO REST INVERTED IN BUSHES AGAINST A SMALL HILL. THE BRAKE LININGS WERE CHANGED 204 FLT HOURS PRIOR TO THE ACCIDENT. INSPECTION VERIFIED THAT THE BRAKES WERE CONSIDERABLY WORN.

Brief of Accident (Continued)

File No. - 1638

7/25/82

HUNTER,NY

A/C Reg. No. N8493M

Time (Lcl) - 1915 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1735

7/29/82

WATERTOWN,NY

A/C Reg. No. N9169U

Time (Lc1) - 2224 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 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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 - UNK/NR  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point  
MCLISTER,NY  
Destination  
WATERTOWN,NY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WATERTOWN INTERNATIONAL  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - SNOW  
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,SE SEA

Age - 47

Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5642	Last 24 Hrs	- 4
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	593	Last 90 Days-	21
Multi-Eng	- 1232		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE ON A NIGHT FLIGHT, THE ENGINE LOST POWER. DURING A FORCED LANDING, THE AIRCRAFT STRUCK A POWER LINE WHILE ON FINAL APPROACH. THE POWER LINE FAILED AND THE PILOT CONTINUED THE LANDING, BUT THE PROPELLER, SPINNER, NOSE COWLING, LIFT STRUT, AND WING WERE DAMAGED. THE PILOT STATED THAT HE BELIEVED ALL USABLE FUEL HAD BEEN EXHAUSTED AFTER FLYING ONLY 3.4 HRS AFTER THE FUEL TANKS HAD BEEN FILLED.

Brief of Accident (Continued)

File No. - 1735

7/29/82

WATERTOWN, NY

A/C Reg. No. N9169U

Time (Lc1) - 2224 EDT

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. LIGHT CONDITION - NIGHT
  4. OBJECT - WIRE, TRANSMISSION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1637

7/31/82

WILLIAMSON, NY

A/C Reg. No. N6924G

Time (Lcl) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	1
0	0	0	0

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Fire  
NONE

Crew  
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 220/007 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 3000 FT  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PALMYRA, NY  
Destination  
WILLIAMSON, NY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2720	Last 24 Hrs	- 0
Make/Model	- 1020	Last 30 Days	- UNK/NR
Instrument	- 128	Last 90 Days	- 5
Multi-Eng	- 20	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT THE PILOT EXPERIENCED A POWER LOSS DURING TAKEOFF WHILE PRACTICING TOUCH AND GO LANDINGS. THE AIRCRAFT WAS FORCED TO LAND IN AN ORCHARD AND COLLIDED WITH TREES.



Brief of Accident (Continued)

File No. - 1637

7/31/82

WILLIAMSON, NY

A/C Reg. No. N6924G

Time (Lcl) - 1045 EDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
  2. TOUCH AND GO LANDING - PERFORMED - DUAL STUDENT
- 

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)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1629      8/03/82      SCHROON LAKE,NY      A/C Reg. No. N6676B      Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 310C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4830  
No. of Seats      - 5

Eng Make/Model      - CONTINENTAL IO-470-D  
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      - 40.0      SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BUTLER-ROE,PA  
Destination  
SCHROON LAKE,NY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SCHROON LAKE  
Runway Ident      - 16  
Runway Lth/Wid      - 3164/      50  
Runway Surface      - GRAVEL  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - UNK/NR  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1620
Make/Model-	220
Instrument-	0
Multi-Eng -	220
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE BRAKES FAILED DURING LANDING ROLL AND THE AIRCRAFT WENT OFF THE END OF THE RUNWAY DAMAGING THE PROP AND NOSE GEAR.  
THE LEFT BRAKE WAS FOUND INOPERATIVE AND THE RIGHT BRAKE HAD EXCESSIVELY WORN PUCKS.

Brief of Accident (Continued)

File No. - 1629

8/03/82

SCHROON LAKE, NY

A/C Reg. No. N6676B

Time (Lc1) - 1615 EDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
2. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1631

8/06/82

POESTENKILL,NY

A/C Reg. No. N2361K

Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-TAKEOFF				

Type of Operation -INSTRUCTIONAL - SOLO  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-38-112  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/005 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

RENSSELAER  
Runway Ident - 36  
Runway Lth/Wid - 2800/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 26

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 27	Last 24 Hrs -	0
Make/Model-	27	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TOUCH & GO THE PLT RETRACTED THE FLAPS & APPLIED FULL POWER, BUT THE ACFT SEEMED SLUGGISH IN GAINING SPEED. THE PLT APPLIED BRAKES & CUT THE THROTTLE, BUT THE ACFT RAN OFF THE END OF THE RWY COMING TO REST AT THE EDGE OF A SWAMP.

Brief of Accident (Continued)

File No. - 1631

8/06/82

POESTENKILL,NY

A/C Reg. No. N2361K

Time (Lc1) - 1830 EDT

Occurrence            OVERRUN  
Phase of Operation    TAKEOFF

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1630      8/06/82      LONG LAKE,NY      A/C Reg. No. N4011E      Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - AERONCA 11BC  
Landing Gear - FLOAT  
Max Gross Wt - 1250  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 40.0 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 20

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 82      Last 24 Hrs - 0

Make/Model- 42      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A 360 DEGREE TURN TO SURVEY A LAKE LANDING AREA WHEN HE LOST AIRSPEED AND STALLED AS HE SPOTTED A LANDING AREA. THE AIRCRAFT SANK IN 15 FEET OF WATER.

Brief of Accident (Continued)

File No. - 1630

8/06/82

LONG LAKE, NY

A/C Reg. No. N4011E

Time (Lcl) - 1715 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL 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    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1634      8/10/82      SIDNEY, NY      A/C Reg. No. N507FW      Time (Lc1) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries			
COMMUTER	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, OTHER	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During -TAXI						

-----Aircraft Information-----

Make/Model - DEHAVILLAND DH-114	Eng Make/Model - LYCOMING IO-540-K1D5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - NO
Max Gross Wt - 12499	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 19	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BINGHAMTON, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SIDNEY, NY	SIDNEY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	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 - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING ON THE RAMP THE PLT EXPERIENCED A BRAKE FAILURE & THE ACFT COLLIDED WITH SEVERAL PARKED ACFT. THE BRAKE SYSTEM IS AIR OPERATED & A SMALL THREADED ROD WITH A SMALL LOCKING SCREW DISCONNECTED FROM THE BRAKE VALVE.



Brief of Accident (Continued)

File No. - 1634

8/10/82

SIDNEY, NY

A/C Reg. No. N507FW

Time (Lcl) - 2030 EDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1732      8/15/82      ENDICOTT, NY      A/C Reg. No. N9083C      Time (Lcl) - 1415 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  
UNK/NR

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3

-----Aircraft Information-----

Make/Model      - CESSNA R182  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3200  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-J3C5D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - 30.0      SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

Airport Proximity  
ON AIRPORT

Airport Data

TRI-CITIES  
Runway Ident      - 21  
Runway Lth/Wid      - 3500/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - TOWER  
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age -      0  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	476	Last 24 Hrs	- UNK/NR
Make/Model-	50		Last 30 Days-	UNK/NR
Instrument-	195		Last 90 Days-	23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING AN APPROACH AND GO-AROUND, THE PILOT TURNED TO A DOWNWIND AND MOVED THE GEAR SELECTOR TO THE DOWN POSITION. HOWEVER, THE GEAR WOULD NOT EXTEND BY USING EITHER THE NORMAL SYSTEM OR EMERGENCY HAND PUMP. SUBSEQUENTLY, THE AIRCRAFT WAS LANDED ON A GRASS STRIP WITH THE GEAR IN AN INTERMEDIATE POSITION. AN INVESTIGATION REVEALED THAT A HYDRAULIC, GEAR DOWN, HOSE ASSEMBLY, PN S2178-4-0102, HAD FAILED. THIS RESULTED IN A LOSS OF HYDRAULIC FLUID. REPORTEDLY, THIS WAS AN ORIGINAL HOSE WITH 1208 FLIGHT HOURS OF USAGE.

Brief of Accident (Continued)

File No. - 1732

8/15/82

ENDICOTT,NY

A/C Reg. No. N9083C

Time (Lc1) - 1415 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    APPROACH

Finding(s)

1. HYDRAULIC SYSTEM,LINE - BURST
  2. FLUID,HYDRAULIC - EXHAUSTION
  3. LANDING GEAR - INOPERATIVE
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

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. - 1675

7/15/82

ZANESVILLE, OH

A/C Reg. No. N93444

Time (Lcl) - 1530 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 152II  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/005 KTS  
Visibility - 3.0 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  
SAME AS ACC/INC  
Destination

Airport Proximity  
ON AIRPORT

Airport Data

PARR  
Runway Ident - 28  
Runway Lth/Wid - 2890/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE  
CONTACT

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 23  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 83  
Last 24 Hrs - 0  
Make/Model- 56  
Instrument- 2  
Last 30 Days- UNK/NR  
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT SWERVED OFF RUNWAY INTO TIRE CASINGS USED AS A DITCH BARRIER AND FLIPPED INVERTED DURING LANDING ROLL.

Brief of Accident (Continued)

File No. - 1675

7/15/82

ZANESVILLE, OH

A/C Reg. No. N93444

Time (Lc1) - 1530 EDT

-----  
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 - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #2            ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL  
-----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1768

7/18/82

HAMILTON, OH

A/C Reg. No. N1978D

Time (Lcl) - 1415 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 - BEECH C35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2700  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 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- 190/009 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - 3500 FT BROKEN  
Cloud Conditions(2nd) - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WILMINGTON, NC  
Destination  
HAMILTON, OH

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - RADAR ADVISORIES  
Type Approach Flown - NONE  
CONTACT

Airport Proximity  
ON AIRPORT

Airport Data

HAMILTON  
Runway Ident - 29  
Runway Lth/Wid - 5480/ 80  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1706  
Make/Model- 672  
Instrument- 500  
Multi-Eng - 6  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT OBSERVED A THUNDERSTORM JUST SOUTH OF THE AIRPORT WITH VISIBLE LIGHTING. AS THE PILOT CONTINUED HIS APPROACH TO RUNWAY 29, HE NOTICED THAT THE WIND GUSTS HAD PICKED UP. DURING THE FLARE, A GUST LIFTED HIS LEFT WING AND THE RIGHT WING STRUCK THE TURF ABOUT TWO FEET RIGHT OF THE RUNWAY. SUBSEQUENTLY, THE AIRCRAFT GROUND LOOPED TO THE RIGHT AND THE LEFT MAIN AND NOSE GEAR FAILED. THE PILOT REPORTED THAT THE WIND WAS FROM 190 DEGREES AT 23 KTS GUSTING 30 KTS.

Brief of Accident (Continued)

File No. - 1768

7/18/82

HAMILTON, OH

A/C Reg. No. N1978D

Time (Lc1) - 1415 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1767      7/23/82      WARREN,OH      A/C Reg. No. N206BA      Time (Lcl) - 1945 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 206G  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520  
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- 020/015 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  
MIDDLEFIELD,OH  
Destination  
WARREN,OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE  
CONTACT

Airport Proximity  
ON AIRPORT

Airport Data

WARREN  
Runway Ident      - 09  
Runway Lth/Wid      - 2000-N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,SE SEA

Age - 49

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2150	Last 24 Hrs	- 0
Make/Model-	1200	Last 30 Days-	UNK/NR
Instrument-	252	Last 90 Days-	41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS LANDING ON RUNWAY 09 AT A PRIVATE STRIP WITH THE WIND FROM 020 AT 12 TO 15 KTS. HE STATED THAT WHEN HE WAS PASSING OVER A TREE LINE ON A SHORT FINAL APPROACH, HE ENCOUNTERED A DOWNDRAFT AND WAS UNABLE TO FLARE BEFORE CONTACTING THE RUNWAY. THE AIRCRAFT TOUCHED DOWN HARD AND WAS DAMAGED.



Brief of Accident (Continued)

File No. - 1767

7/23/82

WARREN, OH

A/C Reg. No. N206BA

Time (Lc1) - 1945 EDT

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - DOWNDRAFT
3.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1792      8/03/82      GENEVA, OH      A/C Reg. No. N693RB      Time (Lc1) - 1510 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- THORP T-18	Eng Make/Model	- LYCOMING O-324	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	DANVILLE, NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	TRUMBULL, GENEVA, OH	TRUMBULL (PVT)	
Wind Dir/Speed	- CALM		Runway Ident	- 36
Visibility	- 4.0 SM	ATC/Airspace	Runway Lth/Wid	- 2500 -UNK/NR
Cloud Conditions(1st)	- 4000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Approach Flown	- CONTACT	
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 - 1020	Last 24 Hrs - 4
SE LAND	Months Since - 3	Make/Model - 124	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 47	Last 90 Days - 10
		Multi-Eng - 460	

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE AIRCRAFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RUNWAY. THE PILOT REPORTED THAT AFTER TOUCHDOWN, HE APPLIED THE BRAKES INTERMITTENTLY, BUT THERE WAS LITTLE EFFECT ON THE DRY, HARD, GRASSY SURFACE. WHEN IT BECAME APPARENT THAT HE WOULD BE UNABLE TO STOP ON THE RUNWAY BY USING NORMAL BRAKING, HE ATTEMPTED TO INTENTIONALLY GROUND LOOP THE PLANE. HE CLAIMED THAT THE RIGHT BRAKE LINE BURST. THE AIRCRAFT CONTINUED THROUGH A BARBED WIRE FENCE, CROSSED A NARROW ROAD AND WENT INTO A FIELD OF TALL GOLDENROD WHERE THE WHEELS BECAME ENTANGLED AND THE AIRCRAFT TURNED OVER.

Brief of Accident (Continued)

File No. - 1792

8/03/82

GENEVA,OH

A/C Reg. No. N693RB

Time (Lc1) - 1510 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

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(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. - 1785      8/10/82      YOUNGSTOWN, OH      A/C Reg. No. N336RM      Time (Lc1) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAKEOFF			0	0	0
					None 1 0

-----Aircraft Information-----

Make/Model - QUICKIE QUICKIE	Eng Make/Model - ONAN INDUSTRIAL	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 480	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 18 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	CAMP HILL, PA	LANDSDOWN
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 50
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3085
SE LAND	Months Since - 22	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 48
		Multi-Eng - 15
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE HOME BUILT AIRCRAFT STRUCK THE TOPS OF TREES NEAR THE DEPARTURE END OF THE 3300 FT RUNWAY. THE PILOT STATED THAT THE AIRCRAFT CLIMBED VERY SLOWLY AND WAS BARELY ABLE TO CLIMB AT A GREATER RATE THAN THE UPSLOPE OF THE RUNWAY. THE ELEVATION OF THE AIRPORT WAS 1057 FT AND THE REPORTED TEMPERATURE WAS 70 DEG. THE AIRCRAFT WAS EQUIPPED WITH AN 18 HP ONAN ENGINE.

Brief of Accident (Continued)

File No. - 1785

8/10/82

YOUNGSTOWN, OH

A/C Reg. No. N336RM

Time (Lcl) - 1500 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. TERRAIN CONDITION - RISING
  4. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1794      8/25/82      STRONGSVILLE, OH      A/C Reg. No. N20374      Time (Lc1) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL - DUAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0
			Other 0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-E20	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	STRONGSVILLE	
Wind Dir/Speed	- 320/011 KTS	Runway Ident	- 27
Visibility	- 20.0 SM	Runway Lth/Wid	- 2865/ 36
Cloud Conditions(1st)	- 3800 FT SCATTERED	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 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)	
ATP,CFI	Current - YES	Total - 8400	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 6	Make/Model- 103	Last 30 Days- 20
	Aircraft Type - UNK/NR	Instrument- 1040	Last 90 Days- 54
		Multi-Eng - 6490	Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON A LOCAL TRAINING FLIGHT FROM AN UNCONTROLLED AIRPORT. THE WIND WAS FROM 320 DEG AT 11 KTS. AFTER RETURNING, THE STUDENT AND INSTRUCTOR ENTERED A NORMAL TRAFFIC PATTERN TO LAND ON RUNWAY 27. THE INSTRUCTOR STATED THAT A RADIO CALL WAS MADE ON THE UNICOM FREQUENCY TO ANNOUNCE THEIR POSITION ON DOWNWIND. AT ABOUT THE SAME TIME, A MOONEY M20F, N3438N, ENTERED A STRAIGHT-IN APPROACH TO RUNWAY 36. DURING THEIR LANDING ROLLS, THE TWO AIRCRAFT COLLIDED AT THE INTERSECTION OF RUNWAYS 27 AND 36.

Brief of Accident (Continued)

File No. - 1794

8/25/82

STRONGSVILLE, OH

A/C Reg. No. N20374

Time (Lc1) - 1730 EDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
  3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1794      8/25/82      STRONGSVILLE, OH      A/C Reg. No. N3438N      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model	- MOONEY M20F	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/YES
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 - 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			STRONGSVILLE
Wind Dir/Speed- 320/011 KTS		ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 2350/ 36
Cloud Conditions(1st) - 3800 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 - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 502	Last 24 Hrs - 1
SE LAND	Months Since - 12	Make/Model- 351	Last 30 Days- 2
	Aircraft Type - MOONEY	Instrument- 30	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A LOCAL FLIGHT FROM AN UNCONTROLLED AIRPORT. THE WIND WAS FROM 320 DEG AT 11 KTS. DURING ARRIVAL, THE PILOT ELECTED TO MAKE A STRAIGHT-IN LANDING ON RUNWAY 36. AT ABOUT THE SAME TIME, A CESSNA 172, N20374, WAS LANDING FROM A NORMAL PATTERN ON RUNWAY 27. DURING THEIR LANDING ROLLS, THE TWO AIRCRAFT COLLIDED AT THE INTERSECTION OF RUNWAYS 36 AND 27. REPORTEDLY, THE AIRCREW OF THE CESSNA 172 HAD MADE A RADIO CALL ON THE UNICOM FREQUENCY TO ANNOUNCE THEIR POSITION ON DOWNWIND.



Brief of Accident (Continued)

File No. - 1794

8/25/82

STRONGSVILLE, OH

A/C Reg. No. N3438N

Time (Lc1) - 1730 EDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1783

8/02/82

CALUMET,OK

A/C Reg. No. N70802

Time (Lcl) - 1500 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  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182M  
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/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- 170/011 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  
BEAVER,OK  
Destination  
CALUMET,OK

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance - NONE  
Type Approach Flown - UNK/NR

Airport Proximity  
ON AIRSTRIP

Airport Data

MOBERLY  
Runway Ident - 35  
Runway Lth/Wid - 2000/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
HELICOPTER

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	- 189	Last 24 Hrs	- UNK/NR
Make/Model-	68	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20
		Rotorcraft	- 39

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT LANDED ON A 2000 FT PRIVATE STRIP, THE LEFT WING OF THE AIRCRAFT STRUCK A TREE THAT WAS LOCATED BESIDE THE LANDING AREA. AFTER IMPACT THE AIRCRAFT TRAVELED APPROXIMATELY 100 FT BEFORE COMING TO REST. BOTH WINGS, PROPELLER, CABIN SECTION AND TAIL ASSEMBLY SUSTAINED DAMAGE.

Brief of Accident (Continued)

File No. - 1783

8/02/82

CALUMET,OK

A/C Reg. No. N70802

Time (Lc1) - 1500 CDT

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1714      8/13/82      FORGAN,OK      A/C Reg. No. N8827F      Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-SEARCH AND RESCUE	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	- HUGHES 269A	Eng Make/Model	- LYCOMING HIO-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1575	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BEAVER,OK	
Completeness	Destination	Airport Data
Basic Weather		Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- NONE	Runway Surface
Cloud Conditions(2nd)	- NONE	- DIRT
Obstructions to Vision	Type Approach Flown	- SOFT
Precipitation		
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 238	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model- 60	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 5	Last 90 Days- 20
			Rotorcraft - 67

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO LOOK FOR A MISSING PERSON. THE PILOT REPORTED THAT DURING AN APPROACH TO LAND, HE LOST TAIL ROTOR CONTROL AND THE HELICOPTER BEGAN TO SPIN TO THE RIGHT. HE SET THE HELICOPTER DOWN WHILE IT WAS TURNING, BUT THE RIGHT SKID HIT A CATTLE TRAIL AND COLLAPSED, THEN THE HELICOPTER ROLLED OVER. THE PILOT REPORTED THAT THE PASSENGER WAS UNFAMILIAR WITH THE HELICOPTER CONTROLS AND PROBABLY BRACED BOTH FEET ON THE TAIL ROTOR PEDALS.

Brief of Accident (Continued)

File No. - 1714

8/13/82

FORGAN,OK

A/C Reg. No. N8827F

Time (Lc1) - 1915 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. POWER ON LANDING - PERFORMED - PILOT IN COMMAND
3. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      OTHER GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. LANDING GEAR, SKID ASSEMBLY - OVERLOAD

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) 1,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1773      8/21/82      OKLAHOMA CITY,OK      A/C Reg. No. N15373      Time (Lcl) - 1340 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL - SOLO  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 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- 160/010 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  
SAME AS ACC/INC  
Destination

Airport Proximity  
ON AIRPORT

Airport Data

EXPRESSWAY  
Runway Ident      - 20  
Runway Lth/Wid      - 3000/ 70  
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)  
STUDENT

Age - 19  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours):

Total	- 39	Last 24 Hrs	- UNK/NR
Make/Model-	39	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT DURING A LANDING, THE AIRCRAFT BALLOONED AND HE OVERCORRECTED. THE NOSE GEAR ASSEMBLY WAS DAMAGED DURING TOUCHDOWN AND THE RUDDER PEDALS BECAME INOPERATIVE. THE STUDENT LOST DIRECTIONAL CONTROL AND COLLIDED WITH A PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 1773

8/21/82

OKLAHOMA CITY,OK

A/C Reg. No. N15373

Time (Lc1) - 1340 CDT

Occurrence #1            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. FLT CONTROL SYST, RUDDER CONTROL - JAMMED
4. LANDING GEAR, NOSEWHEEL STEERING - INOPERATIVE

Occurrence #2            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1624      7/17/82      HOOD RIVER, OR      A/C Reg. No. N756XW      Time (Lcl) - 1335 PDT

-----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 - APPROACH

-----Aircraft Information-----

Make/Model - CESSNA TU206G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE-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  
HILLSBORO, OR  
Destination  
HOOD RIVER, OR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HOOD RIVER  
Runway Ident - 25  
Runway Lth/Wid - 3000/ 150  
Runway Surface - MACADAM  
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)

ATP, CFI  
SE LAND, ME LAND

GLIDER

Age - 31

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3157	Last 24 Hrs -	3
Make/Model-	105	Last 30 Days-	UNK/NR	
Instrument-	95	Last 90 Days-	112	
Multi-Eng -	145			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG FAILED AS THE PLT SWITCHED FROM THE LEFT TO RIGHT TANK WHILE TURNING BASE. HE TURNED ON THE BOOST PUMP BUT THE ENG DID NOT START. HE SWITCHED BACK TO THE LEFT TANK & TURNED ON THE HIGH BOOST. THE ENG FAILED TO START & THE ACFT CRASHED INTO AN APPLE ORCHARD. THE PASSENGER (ALSO A PLT) STATED THAT THE PLT ATTEMPTED TO START THE ENG WITH FULL THROTTLE, FULL MIXTURE & BOOST PUMP ON. IN THIS MODEL ACFT, IF THE ENG-DRIVEN FUEL PUMP IS FUNCTIONING & THE AUX PUMP SWITCH IS PLACED IN THE ON POSITION, AN EXCESSIVELY RICH FUEL/AIR RATIO IS PRODUCED UNLESS THE MIXTURE IS LEANED.



Brief of Accident (Continued)

File No. - 1624

7/17/82

HOOD RIVER,OR

A/C Reg. No. N756XW

Time (Lcl) - 1335 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FLUID,FUEL - STARVATION
  2. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1798      7/24/82      ENTERPRISE,OR      A/C Reg. No. N55492      Time (Lcl) - 2220 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER 24-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/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      - 10.0      SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
JOSEPH,OR  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 334  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 28  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED AN AIRCRAFT FLY OVER THE CITY OF ENTERPRISE, OREGON ON A BRIGHT NIGHT WITH CLEAR SKY CONDITIONS. REPORTEDLY, THE AIRCRAFT WAS FLYING VERY ERRATIC; AND JUST AS IT DISAPPEARED FROM THE WITNESSES' SIGHT, AN EXPLOSION AND FIREBALL WERE OBSERVED WHERE IT DISAPPEARED. ACCORDING TO ONE WITNESS, THE AIRCRAFT APPEARED TO MANEUVER UP AND THEN DROP DOWN BEFORE IT CRASHED. THE PLANE CRASHED ON DOWN SLOPING TERRAIN IN A NOSE LOW, RIGHT WING DOWN ATTITUDE. THE PLANE SLID ABOUT 100 FT DOWN HILL AND THE WRECKAGE WAS DESTROYED BY FIRE. THE PROPELLER SEPARATED DURING IMPACT AND SHOWED EVIDENCE OF POWER; IT WAS BADLY BENT AND HAD LARGE GOUGE MARKS ON THE TIPS. THE FLIGHT CONTROL CABLES WERE COMPLETE AND UNBROKEN TO THE TAIL AND WERE CONTINUOUS TO BOTH WINGS EXCEPT WHERE THE WINGS HAD SEPARATED. A TOXICOLOGICAL CHECK OF THE PILOT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.449%. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3900 FT MSL.

Brief of Accident (Continued)

File No. - 1798

7/24/82

ENTERPRISE,OR

A/C Reg. No. N55492

Time (Lc1) - 2220 PDT

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.      IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  3. LIGHT CONDITION - NIGHT
  4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  6.      AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  7. 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) 1,6,7

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. - 1601      8/17/82      GRANTS PASS,OR      A/C Reg. No. N6139M      Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

Type of Operation      -INSTRUCTIONAL - DUAL

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -LANDING

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Serious  
0  
0

Minor  
0  
0

None  
2  
0

-----Aircraft Information-----

Make/Model      - CESSNA 152-II

Landing Gear      - TRICYCLE-FIXED

Max Gross Wt      - 1670

No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS

Method      - UNK/NR

Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- UNK/NR

Visibility      - 30.0      SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

ROSENBURG,OR

Destination

GRANTS PASS,OR

Airport Proximity

ON AIRPORT

Airport Data

JOSEPHINE CO.

Runway Ident      - 30

Runway Lth/Wid      - 4000/      75

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,ME SEA

Age      - 29

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 6200

Make/Model- 2030

Instrument- 464

Multi-Eng      - 1000

Last 24 Hrs      - 6

Last 30 Days- UNK/NR

Last 90 Days- 300

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT STATED THAT THE STUDENT WAS HAVING DIFFICULTY ALIGNING THE AIRCRAFT WITH THE RUNWAY DURING THE LANDING APPROACH. AS THEY APPROACHED THE RUNWAY HE INSTRUCTED THE STUDENT TO "GET THE NOSE UP." AT AN ALTITUDE OF APPROXIMATELY THREE FEET, THE STUDENT PUSHED THE CONTROLS FULL FORWARD. THE INSTRUCTOR PILOT WAS NOT ABLE TO REACT FAST ENOUGH TO PREVENT THE AIRCRAFT FROM COLLIDING WITH THE RUNWAY IN A NOSE FIRST ATTITUDE.

Brief of Accident (Continued)

File No. - 1601

8/17/82

GRANTS PASS,OR

A/C Reg. No. N6139M

Time (Lc1) - 1100 PDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT
2. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
3.       IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
4. ELEVATOR - IMPROPER USE OF - DUAL STUDENT
5. PROPER ASSISTANCE - NOT MAINTAINED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1608

7/12/82

EBENSBURG, PA

A/C Reg. No. N52192

Time (Lc1) - 1905 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

-----Aircraft Information-----

Make/Model - CESSNA 180J

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2800

No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/006 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

SAME AS ACC/INC

Destination

ALTOONA, PA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

EBENSBURG

Runway Ident - 28

Runway Lth/Wid - 1650/ 200

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10680

Make/Model- 3033

Instrument- 1251

Multi-Eng - 933

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT FLIGHT WAS THE LAST LEG OF A SERIES OF FLIGHTS THAT DAY, WHICH INCLUDED OTHER REFUELING OF THE AIRCRAFT, DURING THIS REFUELING THE FUEL PUMP FOR THE GROUND STORAGE TANK SLOWED AND STOPPED BEFORE TOTAL REFUELING WAS ACCOMPLISHED. THE PILOT STATED THAT HE PREFLIGHTED THE AIRCRAFT BEFORE TAKEOFF. AFTER A NORMAL TAKEOFF RUN, THE AIRCRAFT LOST POWER TOUCHING DOWN ABOUT 300 FEET FROM THE DEPARTURE END. AN ATTEMPT TO GROUNDLOOP WAS FUTILE AND THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY. WATER WAS FOUND IN THE AIRCRAFT AND STORAGE FACILITY TANKS.

Brief of Accident (Continued)

File No. - 1608

7/12/82

EBENSBURG, PA

A/C Reg. No. N52192

Time (Lc1) - 1905 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL
4. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      OVERRUN  
Phase of Operation      LANDING - ROLL

Occurrence #4      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - LOOSE OBJECTS

Occurrence #5      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1609      7/25/82      STATE COLLEGE, PA      A/C Reg. No. N6253C      Time (Lcl) - 1320 EDT

-----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	Crew	0	0	0	1
Accident Occurred During	-TAXI	Pass	0	0	0	1

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN T-6G	Eng Make/Model	- P&W 1340	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 650 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 SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>UNIVERSITY PARK</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2420
SE LAND, ME LAND	Months Since - 14	Make/Model- 170
	Aircraft Type - UNK/NR	Instrument- 90
		Multi-Eng - 165
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING IN FROM LANDING THE RIGHT LANDING GEAR COLLAPSED RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT. INVESTIGATION REVEALED THE RIGHT LANDING GEAR ACTUATOR ROD FAILED.



Brief of Accident (Continued)

File No. - 1609

7/25/82

STATE COLLEGE, PA

A/C Reg. No. N6253C

Time (Lc1) - 1320 EDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1641

7/31/82

EIGHTY FOUR,PA

A/C Reg. No. N7774S

Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-2-33A  
Landing Gear - N/A  
Max Gross Wt - 1040  
No. of Seats - 2

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 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

Airport Proximity  
ON AIRPORT

Airport Data

BANDEL AIRPORT  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE

GLIDER

Instrument Rating(s) - NONE

Age - 59

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 70	Last 24 Hrs	- 0
Make/Model	- 70	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 18

-----Narrative-----

THE TOW LINE RELEASED AT 40 FEET AGL IN A GLIDER TOW LAUNCH. THE GLIDER PILOT TRIED TO LAND ON THE RUNWAY BUT LANDED ADJACENT TO IT AND COLLIDED WITH A TREE WHICH GROUND-LOOPEd THE GLIDER. THE TOW HITCH MECHANISM WAS BROKEN OFF AT THE TUBING CLUSTER & WAS DISTORTED. THE TOW HITCH WAS STILL ATTACHED TO THE GLIDER RELEASE CABLE ONLY & WAS IN THE CLOSED POSITION. HOWEVER, IT WAS STILL CAPABLE OF OPERATING IN ITS DISTORTED CONDITION.

Brief of Accident (Continued)

File No. - 1641

7/31/82

EIGHTY FOUR,PA

A/C Reg. No. N7774S

Time (Lcl) - 1300 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISTORTED
  2. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE,PARTIAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1626      8/01/82      ERWINNA, PA      A/C Reg. No. N3988V      Time (Lcl) - 1240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	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 - CESSNA 170	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	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		VAN SANT AIRPORT
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 200
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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1410
SE LAND,ME LAND	Months Since - 13	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 216
GLIDER		Multi-Eng - 15
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE RIGHT AXLE OF THE LANDING GEAR SEPARATED AFTER A NORMAL LANDING. THE GEAR DUG INTO THE GROUND AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1626

8/01/82

ERWINNA, PA

A/C Reg. No. N3988V

Time (Lc1) - 1240 EDT

-----  
Occurrence #1        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, AXLE - FAILURE, TOTAL
  2. LANDING GEAR, AXLE - SEPARATION
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1627

8/01/82

DUBOIS, PA

A/C Reg. No. N2852E

Time (Lcl) - 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	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - RADIO  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 310/010 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

DUBOIS  
Runway Ident - 25  
Runway Lth/Wid - 5505/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	230
Last 24 Hrs	-	0
Make/Model-	230	Last 30 Days- UNK/NR
Instrument-	41	Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER POWER INTERRUPTION DURING CRUISE THE PILOT RETURNED TO THE AIRPORT FOR LANDING. TURNING BASE LEG THE ENGINE QUIT.  
THE PILOT CUT SHORT THE BASE LEG AND LANDED ON THE GRASS BESIDE RUNWAY 25. NO REASONS FOR ENGINE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1627

8/01/82

DUBOIS, PA

A/C Reg. No. N2852E

Time (Lc1) - 1650 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      COMPLETE 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1760      8/06/82      UNIONVILLE,PA      A/C Reg. No. 20KG      Time (Lc1) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - YES
Max Gross Wt - 660	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		RIDGE SOARING GLIDERPORT
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 2932
SE LAND	Months Since - 1	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 8
GLIDER		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 271
Instrument Rating(s) - NONE		

-----Narrative-----

WHILE BEING TOWED DURING TAKEOFF, THE PILOT MOVED THE FLAPS FROM THE NEUTRAL #3 TO THE POSITIVE #4 SETTING AND THE NOSE OF THE GLIDER PITCHED UP. THE PILOT REALIZED THERE WAS NO ELEVATOR CONTROL, THE FLAPS WERE MOVED TO THE #1 (NEGATIVE) SETTING AND THE TWO CABLE WAS RELEASED WHILE THE GLIDER WAS STILL BELOW 100 FT AGL. IT CONTINUED STRAIGHT AHEAD AND COLLIDED WITH TREES AND UNDERBRUSH. AN INVESTIGATION REVEALED THAT THE ELEVATOR PUSH ROD WAS DISCONNECTED FROM THE ELEVATOR. THE PILOT INDICATED THAT DURING THE PREFLIGHT CHECK, THE PUSH ROD PUSHED THE ELEVATOR UP AND DOWN WHEN THE STICK WAS MOVED FORWARD AND AFT.



Brief of Accident (Continued)

File No. - 1760

8/06/82

UNIONVILLE, PA

A/C Reg. No. 20KG

Time (Lc1) - 1630 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - DISCONNECTED
  2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1751      8/13/82      WILKES BARRE, PA      A/C Reg. No. N2962Q      Time (Lcl) - 1000 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 - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Fire  
NONE

Crew  
Pass

Accident Occurred During - TAXI

-----Aircraft Information-----

Make/Model - PIPER PA-28-161

Eng Make/Model - LYCOMING O-324-D3G

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 - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WYOMING VALLEY

Runway Ident - UNK/NR

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 55

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 139      Last 24 Hrs - 0

Make/Model- 62      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT AS HE BEGAN TO TAXI, HE PROCEEDED ABOUT 35 FT AND THEN THE AIRCRAFT SUDDENLY VEERED TO THE LEFT AS IF THE WHEEL HAD LOCKED. HE APPLIED RIGHT RUDDER, THEN RIGHT BRAKE. HOWEVER, THE AIRCRAFT STRUCK A BUILDING AND AN AUTOMOBILE.

Brief of Accident (Continued)

File No. - 1751

8/13/82

WILKES BARRE, PA

A/C Reg. No. N2962Q

Time (Lcl) - 1000 EDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
2. OBJECT - BUILDING(NONRESIDENTIAL)
3. OBJECT - VEHICLE

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1779      8/16/82      TUNKHANNOCK,PA      A/C Reg. No. N3732Z      Time (Lcl) - 1830 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-22-160  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1840  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-A1A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 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  
READING,PA  
Destination  
TUNKHANNOCK,PA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SKYHAVEN  
Runway Ident      - 36  
Runway Lth/Wid      - 2000/ 300  
Runway Surface      - GRAVEL  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 71

Biennial Flight Review

Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3700	Last 24 Hrs	- 1
Make/Model-	3300	Last 30 Days-	UNK/NR
Instrument-	470	Last 90 Days-	64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING IN CALM WIND CONDITIONS, THE AIRCRAFT WAS HIGH ON FINAL APPROACH, SO THE PILOT ADDED FLAPS AND SLIPPED THE PLANE TO LOSE ALTITUDE. HE TOUCHED DOWN ABOUT 1000 FT DOWN THE 2000 FT RUNWAY. HE REPORTED THAT AFTER LANDING, HE APPLIED THE BRAKES, BUT THEY SEEMED TO FAIL. HE INTENTIONALLY GROUND LOOPED THE PLANE AT THE END OF THE RUNWAY TO KEEP IT FROM GOING OVER A BANK AND INTO A TRAILER PARK. DURING THE MANEUVER, THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1779

8/16/82

TUNKHANNOCK, PA

A/C Reg. No. N3732Z

Time (Lc1) - 1830 EDT

---

Occurrence

NOSE OVER

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
  4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1743

8/01/82

GREER, SC

A/C Reg. No. N1831F

Time (Lcl) - 1335 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BEECH C23

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2450

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - 17000 FT SCATTERED

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

GREENVILLE-SPARTANBURG

Runway Ident - 03

Runway Lth/Wid - 7600/ 150

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)

STUDENT

Age - 35

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 18	Last 24 Hrs - 1
------------	-----------------

Make/Model- 3	Last 30 Days- 8
---------------	-----------------

Instrument- 0	Last 90 Days- 18
---------------	------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD RECEIVED ABOUT THREE HOURS IN THIS MAKE AND MODEL OF AIRCRAFT. AFTER ABOUT 45 MINUTES OF DUAL INSTRUCTION, HE WAS INDORSED FOR SOLO FLIGHT, THE INSTRUCTOR DEPLANED, AND THE STUDENT TOOK OFF TO FLY LOCALLY. ABOUT 25 MINUTES LATER, THE STUDENT RETURNED FOR TOUCH-AND-GO LANDINGS. HE STATED THAT ON DOWNWIND, HE ELECTED TO CHANGE THE FUEL SELECTOR POSITION. HE SAID THAT HE REACHED DOWN, DEPRESSED THE SPRING CLIP, AND ROTATED THE FUEL SELECTOR HANDLE TO THE RIGHT. DURING THE GO-AROUND AFTER THE LANDING, THE ENGINE QUIT AT ABOUT 300 FT AGL. SUBSEQUENTLY, THE AIRCRAFT CRASHED DURING A FORCED LANDING IN AN AREA OF SCRUB PINE AND OAK. REPORTEDLY, THE PILOT HAD TURNED TO AVOID LARGER TREES DURING THE LANDING. THE FUEL SELECTOR WAS FOUND IN THE "OFF" POSITION (NEAR THE RIGHT TANK POSITION). ABOUT 15 GALLONS OF FUEL WAS REMAINING IN THE RIGHT FUEL TANK.

Brief of Accident (Continued)

File No. - 1743

8/01/82

GREER, SC

A/C Reg. No. N1831F

Time (Lc1) - 1335 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
  2. FLUID, FUEL - STARVATION
  3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - 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. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  6. MANEUVER - PERFORMED - PILOT IN COMMAND
  7. TERRAIN CONDITION - HIGH VEGETATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1754      8/29/82      CLEMSON, SC      A/C Reg. No. N15225      Time (Lcl) - 1440 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTNENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	WILLIAMSBURG, VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CLEMSON, SC	CLEMSON-OCONEE COUNTY
Wind Dir/Speed- VARIABLE/015 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 908
SE LAND	Months Since - 23	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 508
		Last 30 Days- UNK/NR
		Instrument- 128
		Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE WIND WAS REPORTED TO BE FROM 070 DEGREES AT 15 GUSTING 20 KTS. ON FINAL APPROACH WITH FULL FLAPS, THE SPEED WAS BLED OFF FOR AN INTENDED FULL-STALL LANDING. THE PILOT REPORTED THAT JUST PRIOR TO TOUCHDOWN, THE WIND SHIFTED ABOUT 90 DEGREES TO NEARLY A DIRECT CROSS WIND, PROBABLY EXCEEDING THE CROSSWIND CAPABILITY OF THE AIRCRAFT. SUBSEQUENTLY, THE AIRCRAFT DRIFTED TO THE SIDE OF THE RUNWAY. THE PILOT ADDED FULL POWER TO GO AROUND, BUT COULD NOT FLY OUT OF THE STALL. DURING THE ATTEMPTED GO-AROUND, THE AIRCRAFT WAS MOVING LEFT TOWARD TREES. THE SAFETY PILOT MADE AN EFFORT TO TURN RIGHT TO AVOID THE TREES, HOWEVER, THE RIGHT WING TIP CONTACTED THE GROUND AND THE LEFT WING CONTACTED A TREE.



Brief of Accident (Continued)

File No. - 1754

8/29/82

CLEMSON, SC

A/C Reg. No. N15225

Time (Lc1) - 1440 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1679      8/04/82      NASHVILLE, TN      A/C Reg. No. N9209F      Time (Lcl) - 0907 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - HUGHES 369HS  
Landing Gear      - SKID  
Max Gross Wt      - 2550  
No. of Seats      - 5

Eng Make/Model      - ALLISON 250-C20  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 278 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      - IMC

Wind Dir/Speed- 026/003 KTS  
Visibility      - 2.0 SM  
Cloud Conditions(1st)      - 25000 FT BROKEN  
Cloud Conditions(2nd)      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - SPECIAL VFR  
Type Approach Flown      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, ME LAND  
HELICOPTER

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	- 4949	Last 24 Hrs	- 3
Make/Model-	180	Last 30 Days-	UNK/NR
Instrument-	276	Last 90 Days-	91
Multi-Eng	- 176	Rotorcraft	- 4381

Instrument Rating(s)      - AIRPLANE, HELICOPTER

-----Narrative-----

PILOT LOST CONTROL OF THE HELICOPTER DURING LANDING. THE LANDING WAS HARD AND THE AIRCRAFT WAS DAMAGED. THE ONLY PRE-EXISTING DISCREPANCY WAS A "NOTCHINESS" IN THE CYCLIC TRIM. THE PILOT SAID CYCLIC TRIM HAD RUN AWAY THE PREVIOUS DAY. HE FURTHER STATED IT MIGHT HAVE BEEN PILOT INDUCED.

Brief of Accident (Continued)

File No. - 1679

8/04/82

NASHVILLE, TN

A/C Reg. No. N9209F

Time (Lcl) - 0907 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL SYSTEM, CYCLIC TRIM - BINDING(MECHANICAL)
2. CYCLIC - IMPROPER USE OF - 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) 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. - 1680      4/18/82      AUSTIN, TX      A/C Reg. No. N32717      Time (Lcl) - 2124 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	7
							61

-----Aircraft Information-----

Make/Model	- BOEING 727-200	Eng Make/Model	- P&W JT8D-9A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES	
Max Gross Wt	- 171000	Engine Type	- TURBOFAN	Weather Radar	- YES	
No. of Seats	- 98	Rated Power	- UNK/NR			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HOUSTON, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	AUSTIN MUNI
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - 31
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7269 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision - UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11165
ME LAND	Months Since - UNK/NR	Make/Model - 2461
	Aircraft Type - B-727	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN GEAR COLLAPSED & PARTIALLY SEPARATED FROM THE ACFT STRUCTURE. EXAMINATION OF THE GEAR ASSEMBLY REVEALED A FAILED DRAG STRUT ASSEMBLY #65-57903-11. THERE WAS EVIDENCE OF A PRE-EXISTING CRACK PRIOR TO THE STRUT SEPARATION. THE STRESS CORROSION CRACKING PROBABLY INITIATED FROM PREVIOUS DAMAGE TO THE OUTER SURFACE OF THE STRUT CYLINDER RESULTING FROM A TIRE BLOWOUT INCIDENT WHICH OCCURRED ON 3/10/82. EITHER A SMALL CRACK OR GROUP OF CRACKS INITIATED IN THE STRUT AT THE TIME OF THE PRIOR DAMAGE, OR THE DAMAGE WAS SEVERE ENOUGH TO DISRUPT THE INTEGRITY OF THE SURFACE FINISH & PRODUCE A NOTCH AND/OR UNFAVORABLE RESIDUAL STRESS WHICH MADE THE STRUT SUSCEPTABLE TO STRESS CORROSION CRACKING IN THIS AREA.

Brief of Accident (Continued)

File No. - 1680

4/18/82

AUSTIN, TX

A/C Reg. No. N32717

Time (Lc1) - 2124 CST

-----  
Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - PREVIOUS DAMAGE
  2. LANDING GEAR, MAIN GEAR STRUT - CRACKED
  3. LANDING GEAR, MAIN GEAR STRUT - STRESS CORROSION
  4. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1721      4/25/82      GRAND PRAIRIE, TX      A/C Reg. No. N70108      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER J3C-65  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/010 KTS  
Visibility - 60.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

GRAND PRAIRIE MUNI.  
Runway Ident - 17  
Runway Lth/Wid - 4000 -UNK/NR  
Runway Surface - ASPHALT  
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 - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1400	Last 24 Hrs	- 0
Make/Model	- 206	Last 30 Days	- UNK/NR
Instrument	- 144	Last 90 Days	- 30
Multi-Eng	- 115		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PILOT WAS TAXIING TO THE ENGINE RUN-UP AREA, HIS RIGHT WING STRUCK THE PROPELLER OF A PIPER PA-24 (N7545P) THAT WAS POSITIONED AT THE EDGE OF THE TAXIWAY. THE PILOT BELIEVED THAT IF HE HAD BEEN MAKING SHARPER S-TURNS WHILE TAXIING, HE WOULD HAVE SEEN THE OTHER AIRCRAFT SOONER AND WOULD HAVE STOPPED.

Brief of Accident (Continued)

File No. - 1721

4/25/82

GRAND PRAIRIE, TX

A/C Reg. No. N70108

Time (Lc1) - 1500 CDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1692      4/25/82      LEAGUE CITY, TX      A/C Reg. No. N1838F      Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	2	0

-----Aircraft Information-----

Make/Model      - BEECH A36TC  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 8

Eng Make/Model      - CONTINENTAL TS10-520UB  
Number Engines      - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
GALVESTON, TX

Airport Proximity  
OFF AIRPORT/STRIP

Wind Dir/Speed- 160/007 KTS  
Visibility      - 7.0 SM  
Cloud Conditions(1st) - 1200 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Data

HOUSTON GULF  
Runway Ident      - 13  
Runway Lth/Wid      - 5000 -UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 37

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 637	Last 24 Hrs	- 1
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 200 FT THE ENG ABRUPTLY QUIT. THE PLT WAS UNABLE TO RESTART THE ENG BY SWITCHING TANKS & TURNING THE BOOST PUMP ON. THE ACFT WAS LANDED GEAR UP IN AN OPEN FIELD ADJACENT TO THE RWY. JUST PRIOR TO THE ENG FAILURE THE PLT NOTICED THAT THE FUEL PRESSURE WAS OFF THE GAUGE AT THE HIGH END. THE ENG DRIVEN FUEL PUMP APPEARED TO HAVE BEEN ASSEMBLED WITH DIRT & TORN SEAL EMBEDDED IN THE VALVE BORE. THIS CONTAMINATION COULD CAUSE A STICKING OF THE VALVE WHICH WOULD PRODUCE ERRATIC FUEL FLOW.



Brief of Accident (Continued)

File No. - 1692

4/25/82

LEAGUE CITY, TX

A/C Reg. No. N1838F

Time (Lc1) - 1945 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - CONTAMINATION
2. FUEL SYSTEM,PUMP - ERRATIC
3. FUEL SYSTEM,PUMP - PRESSURE EXCESSIVE

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. 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1737

5/14/82

MCALLEN, TX

A/C Reg. No. N8523S

Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - AIR TRACTOR 301  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 6900  
No. of Seats - 1

Eng Make/Model - PRATT/WHITNEY R-1340  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 585 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- 130/010 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AIRSTRIP

Runway Ident - 09

Runway Lth/Wid - 1000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

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 - 6749

Make/Model- 488

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE FAILED SHORTLY AFTER TAKEOFF. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT HIT A CANAL BANK AT THE END OF THE AIRSTRIP. ACCORDING TO THE OPERATOR, THE BLOWER SECTION FAILED WHICH RESULTED IN THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1737

5/14/82

MCALLEN, TX

A/C Reg. No. N8523S

Time (Lc1) - 1000 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL  
-----

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      UNKNOWN

Finding(s)  
2. TERRAIN CONDITION - DIRT BANK  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1612      5/15/82      EAGLE PASS, TX      A/C Reg. No. N14RR      Time (Lcl) - 1926 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

2

Crew

2

Pass

Injuries

Serious

0

Minor

0

None

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-520  
Number Engines      - 2  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 280 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE-UNK/NR  
Visibility      - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PORT ISABEL, TX  
Destination  
ROSWELL, NM

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2300  
Make/Model- 500  
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 WRECKAGE WAS LOCATED APPROXIMATELY 16 MI SE OF EAGLE PASS & WITH THE EXCEPTION OF THE ELEVATORS, ALL MAJOR COMPONENTS OF THE ACFT WERE IDENTIFIED AT THE SCENE. THE OUTBOARD HALF OF THE R ELEVATOR WAS FOUND 2 MI NW & THE COUNTER WEIGHT ON THE ELEV TIP WAS MISSING. THE INBOARD HALF WAS FOUND 3 MI NWW. THE L ELEV AS FOUND 1.7 MI & THE ELEVATOR TIP COUNTERWEIGHT WAS MISSING. THE STABILIZER SKINS, TOP & BOTTOM, WERE RAISED BETWEEN THE RIVETS. THE L STABILIZER SPAR MIDDLE HINGE ATTACHMENT FITTING DISCLOSED EVIDENCE OF A PRE-EXISTING FRACTURE. RED PAINT, SIMILAR TO THE SURROUNDING PAINT, COULD BE SEEN WITHIN THE FRACTURE OF THE INBOARD FITTING. COMPRESSION DAMAGE WAS EVIDENT ON THE TOP OF BOTH ELEVATORS BETWEEN THE HINGE POINTS. PAINT THICKNESS MEASUREMENTS ON THE ELEV RANGED FROM: L UPPER SURFACE 0.0060-0.0120, L BOTTOM SURFACE 0.0050-0.0070; R UPPER SURFACE 0.0048-0.0051, R BOTTOM SURFACE 0.0050-0.0055. ACCORDING TO THE MANUFACTURER PAINT THICKNESS ON ELEVATORS OF NEW ACFT RANGE BETWEEN 0.0018 & 0.0027. NO LOGBOOK RECORD OF BALANCING.

Brief of Accident (Continued)

File No. - 1612

5/15/82

EAGLE PASS, TX

A/C Reg. No. N14RR

Time (Lcl) - 1926 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - FLUTTER
2. FLIGHT CONTROL, STABILATOR ATTACHMENT - CRACKED
3. FLIGHT CONTROL, STABILATOR ATTACHMENT - OVERLOAD
4. FLIGHT CONTROL, STABILATOR ATTACHMENT - FAILURE, TOTAL
5. FLIGHT CONTROL, ELEVATOR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1669      5/29/82      BERGHEIM, TX      A/C Reg. No. N737RK      Time (Lcl) - 0018 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DENVER, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NEW BRAUNFELS, TX	Runway Ident - 12
Wind Dir/Speed- 160/009 KTS	ATC/Airspace	Runway Lth/Wid - 8500/ 150
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - CONCRETE
Cloud Conditions(1st) - 1000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 231
SE LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 0010 THE PLT CONTACTED SAN ANTONIO TOWER APPROXIMATELY 10 MI NORTH OF SAN ANTONIO INTL ARPT. HE STATED HE WAS AT 3100 FT IN THE CLOUDS. THE CONTROLLER INSTRUCTED THE PLT TO TURN LEFT HEADING 030, MAINTAIN 3,000, & ASKED THE PLT IF HE WANTED AN IFR CLEARANCE. THE PLT AFFIRMED. THE ACFT WAS VECTORED FOR AN ILS RWY 12R APPROACH. AT 0012 THE ACFT WAS TURNED TO A HEADING OF 270 TO MAINTAIN 3,000. AT 0017 THE ACFT WAS GIVEN A LEFT TURN TO A HEADING OF 230. THE CONTROLLER OBSERVED A LOW ALTITUDE ALERT. THE PLT REPORTED BEING OUT OF CONTROL & AT 0018 RADAR CONTACT WAS LOST.

Brief of Accident (Continued)

File No. - 1669

5/29/82

BERGHEIM, TX

A/C Reg. No. N737RK

Time (Lc1) - 0018 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 1665

7/04/82

DEKALB, TX

A/C Reg. No. N3780X

Time (Lcl) - 1430 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 - AERO COMMANDER 100  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2250  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
MT. PLEASANT, TX  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/006 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 3000 FT SCATTERED  
Cloud Conditions(2nd) - 15000 FT SCATTERED  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 35

Biennial Flight Review

Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	131	Last 24 Hrs -	2
Make/Model-	62	Last 30 Days-	UNK/NR	
Instrument-	3	Last 90 Days-	2	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST POWER DURING A LOCAL FLIGHT AND ATTEMPTED A LANDING ON A HIGHWAY. CONTROL WAS LOST AND AIRCRAFT COLLIDED WITH A FENCE. THE AIRCRAFT WAS LANDED DOWNWIND. POST ACCIDENT CHECK SHOWED 125 MAG DROP ON BOTH MAGS AND A MAXIMUM STATIC OF 2350.



Brief of Accident (Continued)

File No. - 1665

7/04/82

DEKALB, TX

A/C Reg. No. N3780X

Time (Lc1) - 1430 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM, MAGNETO - DETERIORATED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - TAILWIND

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1784      8/04/82      ALVIN, TX      A/C Reg. No. N5503K      Time (Lcl) - 2044 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 - APPROACH

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

Airport Proximity  
ON AIRPORT

Airport Data

ALVIN AIR PARK  
Runway Ident - 21  
Runway Lth/Wid - 1490/ 100  
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 - 33

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	200	Last 24 Hrs	-	1
Make/Model	-	200	Last 30 Days	-	UNK/NR
Instrument	-	22	Last 90 Days	-	60

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING AN APPROACH TO LAND IN CALM WIND CONDITIONS. ABOUT 100 FT FROM THE APPROACH END OF THE RUNWAY, THE AIRCRAFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 1784

8/04/82

ALVIN, TX

A/C Reg. No. N5503K

Time (Lcl) - 2044 CDT

Occurrence

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1789      8/05/82      ROCKWALL, TX      A/C Reg. No. N67570      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 110 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 240/008 KTS  
Visibility      - 8.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TARRELL, TX  
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      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current      - YES  
Months Since      - 9  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10500	Last 24 Hrs	- 0
Make/Model-	60	Last 30 Days-	UNK/NR
Instrument-	2300	Last 90 Days-	60
Multi-Eng	- 8000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED WIND SHEAR, DUST DEVIL OR OTHER INSTANTANEOUS FAILURE, WHILE FLYING AT ABOUT 100 FT AGL. HE STATED THE AIRCRAFT DROPPED, FELL OUT OF CONTROL, IMPACTED AND TUMBLED TO A STOP. REPORTEDLY, A WITNESS OBSERVED THE AIRCRAFT FLYING AT TREETOP LEVEL. THE PILOT WAS FLYING NEAR A FRIEND'S HOUSE WHEN HE CRASHED AND THE PLANE WAS DESTROYED BY IMPACT WITH THE GROUND. AN INVESTIGATION REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1789

8/05/82

ROCKWALL, TX

A/C Reg. No. N67570

Time (Lcl) - 1430 CDT

---

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1745      8/09/82      IREDELL, TX      A/C Reg. No. N6279M      Time (Lcl) - 1700 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	-TAKEDOFF			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/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	- 110 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	MCGREGOR, TX
Completeness	- N/A	Destination
Basic Weather	- VMC	TEMPLE, TX
Wind Dir/Speed	- VARIABLE/005 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 5000 FT SCATTERED	- NONE
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	- NONE

Runway Ident	- UNK/NR
Runway Lth/Wid	- UNK/NR
Runway Surface	- GRASS/TURF
Runway Status	- DRY

-----Personnel Information-----

Pilot-In-Command	Age -	0	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
STUDENT	Current	- N/A	Total	- 30
SE LAND	Months Since	- N/A	Make/Model	- 30
	Aircraft Type	- N/A	Instrument	- 0
			Last 24 Hrs	- 3
			Last 30 Days	- UNK/NR
			Last 90 Days	- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ORIGINALLY TOOK OFF AT TEMPLE, TX AND PROCEEDED TO MCGREGOR, TX TO PRACTICE TOUCH-AND-GO LANDINGS. AFTER DEPARTING MCGREGOR TO RETURN TO TEMPLE, HE BECAME LOST. AFTER ABOUT TWO HOURS, HE LANDED IN A PASTURE AND RECEIVED DIRECTIONS TO TEMPLE. HE STARTED TO TAKEOFF FROM THE PASTURE, THEN ELECTED TO ABORT. BEFORE STOPPING, THE AIRCRAFT STRUCK A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1745

8/09/82

IREDELL, TX

A/C Reg. No. N6279M

Time (Lc1) - 1700 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH
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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1744      8/11/82      SANDIA, TX      A/C Reg. No. N7651T      Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-OTHER	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	- CESSNA 172A	Eng Make/Model	- CONTINENTAL O-300-C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2075	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<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- 110/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - 3000 FT BROKEN</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</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>ARROWHEAD AIRPORT</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 3200 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 230</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 174</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 44</td> <td>Last 90 Days- 8</td> </tr> </table>	Total - 230	Last 24 Hrs - 4	Make/Model- 174	Last 30 Days- UNK/NR	Instrument- 44	Last 90 Days- 8
Total - 230	Last 24 Hrs - 4							
Make/Model- 174	Last 30 Days- UNK/NR							
Instrument- 44	Last 90 Days- 8							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND (PIC) REPORTED THAT HE WAS OF MEXICAN NATIONALITY, HAD A MEXICAN MEDICAL CERTIFICATE, AND WAS AN INSTRUCTOR PILOT. HE HAD A TOTAL FLIGHT TIME OF ONLY 230 HRS. THE AIRCRAFT HAD DEPARTED SANDIA, TX ON A LOCAL TRAINING FLIGHT ABOUT 30 MINUTES BEFORE THE ACCIDENT. WHILE LANDING, THE STUDENT PILOT WAS FLYING THE AIRCRAFT AND LOST DIRECTIONAL CONTROL. THE PIC TOOK CONTROL OF THE AIRCRAFT, BUT IT VEERED OFF THE RUNWAY AND COLLIDED WITH TREES. THE WIND WAS REPORTED TO BE GUSTING TO 15 KNOTS.



Brief of Accident (Continued)

File No. - 1744

8/11/82

SANDIA, TX

A/C Reg. No. N7651T

Time (Lc1) - 1930 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND(CFI)
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND(CFI)

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1799      8/13/82      SPRINGLAKE, TX      A/C Reg. No. N8239U      Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - INSTRUCTIONAL - SOLO  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-360-A1A  
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- 360/003 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRSTRIP

Airport Data

JONES SPRAYING  
Runway Ident - 17  
Runway Lth/Wid - 4055/ 50  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 18

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 38	Last 24 Hrs - 3
Make/Model- 22	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT DURING A LANDING, HE FLARED TOO HIGH. THE AIRCRAFT THEN STALLED ONTO THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. REPORTEDLY, HE HAD A 3 KT TAIL WIND AND THE DENSITY ALTITUDE WAS ABOUT 6000 FT.

Brief of Accident (Continued)

File No. - 1799

8/13/82

SPRINGLAKE, TX

A/C Reg. No. N8239U

Time (Lcl) - 1730 CDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
4.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1769      8/13/82      DIMMITT, TX      A/C Reg. No. N8826H      Time (Lcl) - 1230 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 -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 - 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	HART, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - UNK/NR
Wind Dir/Speed- 225/007 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6799
SE LAND	Months Since - 17	Make/Model- 1244
	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 PILOT REPORTED THAT DURING A PROCEDURE TURN AROUND, THE ENGINE LOST POWER. HE ELECTED TO LAND IN A COTTON FIELD. AFTER TOUCHDOWN, THE WHEELS DUG IN THE GROUND AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1769

8/13/82

DIMMITT, TX

A/C Reg. No. N8826H

Time (Lcl) - 1230 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

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1761      8/15/82      BALMORHEA, TX      A/C Reg. No. N9294U      Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/012 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  
ODESSA, TX  
Destination  
BALMORHEA, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRSTRIP

Airport Data

RANCH STRIP  
Runway Ident - 16  
Runway Lth/Wid - 8000 -UNK/NR  
Runway Surface - GRAVEL  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	78	Last 24 Hrs -	2
Make/Model-	78	Last 30 Days-	UNK/NR	
Instrument-	4	Last 90 Days-	6	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE HE WAS MAKING A FULL FLAP LANDING, A CROSSWIND DRIFTED THE AIRCRAFT OFF THE NARROW GRAVEL LANDING STRIP. AS HE STARTED TO GO AROUND, THE MAIN GEAR HIT A ROCK PILE. THE AIRCRAFT THEN BOUNCED AND HIT THE GROUND, NOSE FIRST.

Brief of Accident (Continued)

File No. - 1761

8/15/82

BALMORHEA, TX

A/C Reg. No. N9294U

Time (Lc1) - 1215 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1623      8/21/82      PORT MANSFIELD, TX      A/C Reg. No. N208EH      Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - OTHER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - CRUISE			0	0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	Weather Radar - UNK/NR
No. of Seats - 5	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NO. PADRE ILSE BLK, GM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCKPORT, TX	
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 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 - WATER - CHOPPY
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 - UNK/NR	Total - 4650
SE LAND	Months Since - UNK/NR	Make/Model- 1562
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 220
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 4500

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER WAS BEING FERRIED TO SHORE FROM AN OIL RIG WHEN THE TAILROTOR GEAR BOX FAILED AND SEPARATED FROM THE AIRCRAFT. THE PILOT AUTOROTATED TO THE WATER. UPON WATER CONTACT THE HELICOPTER ROLLED OVER. THE PILOT HAD CALLED HIS SKIPPER ON THE RADIO AS HE SPIRALED DOWN FROM 1800 FEET FOR A PICKUP POSITION. HE POPPED THE FLOATS UPON LANDING AND WAITED FOR RESCUE AFTER HE EXITED THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 1623

8/21/82

PORT MANSFIELD, TX

A/C Reg. No. N208EH

Time (Lc1) - 1200 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - WATER, ROUGH
3. AUTOROTATION - INTENTIONAL - 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

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. - 1621      8/27/82      ALVIN, TX      A/C Reg. No. N3657J      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Fire  
NONE

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-400

Eng Make/Model - P&W PT6A-15AG

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 6600

Engine Type - TURBOPROP

Weather Radar - NO

No. of Seats - 1

Rated Power - 680 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/006 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 6417

Last 24 Hrs - 1

SE LAND, ME LAND

Months Since - 20

Make/Model- 400

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 24

Last 90 Days- 100

Multi-Eng - 182

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD FINISHED SPRAYING A FIELD AND WAS SURVEYING ANOTHER FIELD FOR HIS NEXT DAY OPERATION WHEN THE AIRCRAFT ENGINE FLAMED OUT. HE LANDED THE AIRCRAFT IN A SOYBEAN FIELD AND GROUND-LOOPE THE AIRCRAFT TO PREVENT HITTING TREES AT THE EDGE OF THE FIELD. THE PILOT STATED THAT THE "FUEL FILTER WAS STOPPED UP".

Brief of Accident (Continued)

File No. - 1621

8/27/82

ALVIN, TX

A/C Reg. No. N3657J

Time (Lc1) - 1830 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. FUEL SYSTEM, FILTER - BLOCKED(TOTAL)
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - CROP
  3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
  4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1772      8/28/82      PEARLAND, TX      A/C Reg. No. N5788L      Time (Lcl) - 1933 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	Injuries Serious	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Minor	1
Accident Occurred During -LANDING				0	None	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1465	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		HOUSTON AIRPARK
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Cloud Conditions(1st) - 25000 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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 862
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 862
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING AN ENGINE RUN-UP, BEFORE TAKEOFF, THE ENGINE RAN ROUGH ON ONE MAGNETO. HE DID NOT STATE WHICH. HE REPORTED THAT AFTER THE ENGINE WAS LEANED, THE ROUGHNESS DISAPPEARED AND A TAKEOFF WAS MADE. HE STATED THAT AFTER LIFT OFF, THRUST WAS INADEQUATE TO PRODUCE A CLIMB. HE WAS ABLE TO CLEAR A DITCH AND SOME SMALL TREES BEFORE BEING FORCED TO LAND. HOWEVER, DURING THE LAND ROLL, THE AIRCRAFT STRUCK A RAILROAD TRACK SHEARING OFF THE NOSE AND THE LEFT MAIN GEAR. GROUND WITNESSES REPORTED THAT THE ENGINE WAS RUNNING ROUGH THROUGHOUT THE TAXI, RUN-UP, AND TAKEOFF.

Brief of Accident (Continued)

File No. - 1772

8/28/82

PEARLAND, TX

A/C Reg. No. N5788L

Time (Lcl) - 1933 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF

Finding(s)

1. UNDETERMINED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - 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)

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

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. - 1620      8/28/82      BLACK, TX      A/C Reg. No. N9646J      Time (Lc1) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model - 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 - UNK/NR
Max Gross Wt - 2500	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		Runway Ident - UNK/NR
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - NONE	Runway Status - SOFT
Cloud Conditions(2nd) - 12000 FT BROKEN	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10580
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 346
		Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MAKING A SWATH RUN THE AIRCRAFT COLLIDED WITH AN IRRIGATION PIPE WHICH EXTENDED ABOUT 15 FEET AGL. THE PIPE WAS NEAR FARM EQUIPMENT AND BLENDED WITH THE BACKGROUND. AFTER THE COLLISION THE AIRCRAFT MADE A FORCED LANDING IN A COTTON FIELD.

Brief of Accident (Continued)

File No. - 1620

8/28/82

BLACK, TX

A/C Reg. No. N9646J

Time (Lc1) - 1100 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - CROP
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1771      8/28/82      SPEARMAN, TX      A/C Reg. No. N91MR      Time (Lcl) - 2130 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 -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 183P	Eng Make/Model - CONTINENTAL O-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BORGER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPEARMAN, TX	SPEARMAN MUNI
Wind Dir/Speed- 170/015 KTS		Runway Ident - 20
Visibility - 30.0 SM	ATC/Airspace	Runway Lth/Wid - 3400/ 100
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- HAZE	Type Approach Flown - VISUAL STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 178
SE LAND	Months Since - 4	Make/Model- 48
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE WAS ON FINAL APPROACH FOR A NIGHT LANDING, THE AIRCRAFT ENCOUNTERED A DOWNDRAFT. HE ADDED POWER TO STOP THE DESCENT. HOWEVER, AS POWER WAS ADDED, THE NOSE GEAR STRUCK AND SEVERED A POWER LINE AND THE AIRCRAFT PITCHED OVER AND CRASHED. THE LINES WERE MARKED WITH ONLY ONE BALL AND WERE NOT LIGHTED.



Brief of Accident (Continued)

File No. - 1771

8/28/82

SPEARMAN, TX

A/C Reg. No. N91MR

Time (Lc1) - 2130 CDT

-----  
Occurrence #1       UNDERSHOOT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. LIGHT CONDITION - DARK NIGHT  
2. WEATHER CONDITION - DOWNDRAFT  
3. DISTANCE - MISJUDGED - PILOT IN COMMAND  
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
5. OBJECT - WIRE, TRANSMISSION(MARKED)  
-----

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) 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. - 1619      8/31/82      GEORGETOWN, TX      A/C Reg. No. N6306L      Time (Lc1) - 1823 CDT

---

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - DUAL	Fire NONE	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

---

-----Aircraft Information-----

Make/Model - AMERICAN AVIATION AA-1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1465	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 108 HP	

---

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		GEORGETOWN MUNICIPAL
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1711
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 181
		Last 30 Days- UNK/NR
		Instrument- 105
		Last 90 Days- 80
		Multi-Eng - 1280

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

AT 50 FEET AGL THE INSTRUCTOR PILOT CLOSED THE THROTTLE TO SIMULATE ENGINE FAILURE DURING TAKEOFF. HE EXPECTED A LOW SPEED, LOW ALTITUDE, STEEP 120 DEGREE TURN TO LAND ON RUNWAY 29 BY THE PRIVATE PILOT RECEIVING FAMILIARIZATION ON THE AA-1A AIRCRAFT. THE PRIVATE PILOT DID NOT BANK STEEPLY ENOUGH TO MAKE THE TURN SO THE CFI TOOK OVER AND COLLIDED WITH TREES IN AN ATTEMPTED RESUMPTION OF THE TAKEOFF CLIMB.

---

Brief of Accident (Continued)

File No. - 1619

8/31/82

GEORGETOWN, TX

A/C Reg. No. N6306L

Time (Lc1) - 1823 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
  2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
  5. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1758      8/31/82      KATY, TX      A/C Reg. No. N8641Q      Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA U206F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520F  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 135/004 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LEXINGTON, TX  
Destination  
KATY, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

KATY  
Runway Ident - 27  
Runway Lth/Wid - 1200 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1500  
Make/Model- 654  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT INITIATED HIS LANDING WITH A QUARTERING TAIL WIND AT 4 GUSTING TO 8 KNOTS. WHILE LANDING, HE REALIZED HIS AIRSPEED WAS TOO HIGH AND HE ELECTED TO GO AROUND. DURING THE MANEUVER, THE TAIL OF THE AIRCRAFT COLLIDED WITH A POWER LINE AT THE END OF THE STRIP AND THE PLANE CRASHED.

Brief of Accident (Continued)

File No. - 1758

8/31/82

KATY, TX

A/C Reg. No. N86410

Time (Lcl) - 1730 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION

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) 2,3,4

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. - 1726      5/18/82      SALT LAKE CITY,UT      A/C Reg. No. N30796      Time (Lcl) - 1745 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	Pass	0	0	0	0
Accident Occurred During -STANDING	NONE				

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520-H	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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CEDAR CITY,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SALT LAKE CITY,UT	SALT LAKE CITY INT'L
Wind Dir/Speed - 290/025 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 3000 FT BROKEN	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3530
SE LAND,ME LAND	Months Since - 4	Make/Model- 684
	Aircraft Type - C-182	Instrument- 494
		Multi-Eng - 616
		Last 24 Hrs - 2
		Last 30 Days- 27
		Last 90 Days- 65
		Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ONE OF THE RUNWAYS AT THE DESTINATION AIRPORT WAS OUT OF SERVICE. AFTER LANDING, THE PILOT WAS INSTRUCTED TO HOLD FOR AIR CARRIER AIRCRAFT. AFTER ABOUT A FIVE MINUTE DELAY, HE WAS CLEARED TO THE GENERAL AVIATION PARKING AREA. IN THE MEANTIME, THERE WAS A WIND-SHIFT FROM AN APPROACHING THUNDERSTORM. THE PILOT STATED THAT WHILE HE WAS TAXIING TO THE PARKING AREA, GROUND CONTROL WAS REPORTING THAT THE WIND WAS FROM THE WEST AT 25 GUSTING 45 KTS. AFTER PARKING IN A NORTH-SOUTH DIRECTION, THE PILOT WAITED FOR A LINE BOY TO COME AND TIE DOWN THE AIRCRAFT. HE REMAINED IN THE AIRCRAFT WITH THE ENGINE RUNNING SINCE THIS HELPED INCREASE THE ELEVATOR AND RUDDER EFFECTIVENESS. HE REPORTED THAT THE WIND GUSTS INCREASED TO 65 KTS, AND SUBSEQUENTLY, THE AIRCRAFT WAS BLOWN SIDWAYS, THEN FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1726

5/18/82

SALT LAKE CITY,UT

A/C Reg. No. N30796

Time (Lcl) - 1745 MDT

-----  
Occurrence            NOSE OVER  
Phase of Operation    STANDING

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - UNFAVORABLE WIND

-----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. - 1668      6/26/82      35 SE MOAB,UT      A/C Reg. No. N221RM      Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation -EXTERNAL LOAD	Fire	Crew	0	0	Minor	1
Flight Conducted Under -14 CFR 133	ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING						None

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA 315 B	Eng Make/Model - TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5070	Engine Type - TURBOSHAFT	Weather Radar - NO
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	MOAB,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	35 SE MOAB,UT	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - 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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5964
SE LAND,ME LAND	Months Since - 3	Make/Model- 1969
HELICOPTER	Aircraft Type - SA-315B	Instrument- 322
		Multi-Eng - 124
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 224
		Rotorcraft - 5666

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

HELICOPTER LIFTING SLING LOADS LOST POWER IN A HOVER. PILOT JETTISONED LOAD AND MADE A FORCED LANDING IN A RAVINE, ENGINE HAD DIRT BUILDUP AND EROSION IN THE COMPRESSOR INLET CASE WHICH LED TO COMPRESSOR STALL.



Brief of Accident (Continued)

File No. - 1668

6/26/82

'35 SE MOAB,UT

A/C Reg. No. N221RM

Time (Lc1) - 1045 MDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    HOVER

Finding(s)

1. COMPRESSOR ASSEMBLY,CASTING - DIRTY(FOGGY)
  2. SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
  3. COMPRESSOR ASSEMBLY - OVERTEMPERATURE
  4. TURBINE ASSEMBLY,TURBINE WHEEL - OVERTEMPERATURE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

6. 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) 1,2

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. - 1738      7/20/82      OGDEN,UT

A/C Reg. No. N50733

Time (Lc1) - 1400 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	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 - OSPREY II  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2900  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 130/008 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  
RAWLINGS,WY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - CONTACT

Airport Proximity  
ON AIRPORT

Airport Data

OGDEN MUNI  
Runway Ident - 16  
Runway Lth/Wid - 5349/ 200  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,ATP  
SE LAND,ME LAND,SE SEA  
  
GLIDER

Age - 70

Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 22161	Last 24 Hrs - 6
Make/Model- 164	Last 30 Days- UNK/NR
Instrument- 1286	Last 90 Days- 9
Multi-Eng - 21621	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, HE EXPERIENCED A 400 RPM DROP IN THE ENGINE SPEED. HE BEGAN A RIGHT TURN TO LAND ON RUNWAY 04, BUT REPORTEDLY, THE ENGINE THEN STOPPED. THE PILOT INTENDED TO LAND ON THE HULL WITH THE GEAR RETRACTED; HOWEVER, THE PLANE "PANCACKED" ONTO A SMALL RIDGELINE AND WAS BADLY DAMAGED. AN INVESTIGATION REVEALED THAT THE CARBURETOR HEAT CONTROL LEVER WAS IN THE "OFF" (COLD) POSITION, BUT THE CARBURETOR HEAT CONTROL DOOR WAS IN THE HOT POSITION. THE CONTROL CABLE HAD SLIPPED OUT OF POSITION AT THE CLAMP WHICH SECURED IT TO THE ENGINE PYLON. THE ENGINE DRIVEN FUEL PUMP WAS FOUND FRACTURED, BUT NO FUEL STAINS WERE FOUND IN THE AREA OF THE PUMP. LATER, THE ENGINE WAS PREPARED FOR A RUN-UP, AND SUBSEQUENTLY, IT OPERATED NORMALLY. THE DENSITY ALTITUDE WAS ABOUT 9700 FT.

Brief of Accident (Continued)

File No. - 1738

7/20/82

OGDEN,UT

A/C Reg. No. N50733

Time (Lc1) - 1400 MDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. CARBURETOR HEAT CONTROL,CABLE - LOOSE
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
- 

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. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
  4. TERRAIN CONDITION - ROUGH/UNEVEN
  5. TERRAIN CONDITION - RISING
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1658      7/28/82      BRYCE CANYON,UT      A/C Reg. No. N88389      Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries				
ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BELL UH1B	Eng Make/Model - LYCOMING 753-11	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 9300	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 10	Rated Power - 1100 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		Runway Ident - N/A
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 9300	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 3250	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 93	Last 90 Days- 146
		Multi-Eng - 200	Rotorcraft - 8700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING AN APPROACH TO A 10,000 FT MOUNTAIN, LET THE RPM DECAY AND MADE A HARD LANDING. THE DENSITY ALTITUDE WAS 12,500 FEET. THERE WAS ABOUT 500 OR 600 POUNDS OF CARGO ON THE LONG LINE.

Brief of Accident (Continued)

File No. - 1658

7/28/82

BRYCE CANYON,UT

A/C Reg. No. N88389

Time (Lc1) - 1300 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
  4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1605      4/04/82      CHANTILLY, VA      A/C Reg. No. N5510D      Time (Lc1) - 1155 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 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      - VMC  
Wind Dir/Speed- 270/040 KTS  
Visibility      - 7.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ITHACA, NY  
Destination  
LEESBURG, VA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - TOWER  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

DULLES INT'L  
Runway Ident      - 30  
Runway Lth/Wid      - 10001/ 150  
Runway Surface      - CONCRETE  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 22

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 450	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FLEW INTO AN AREA OF HIGH FORECAST WINDS AND ALTERED HIS DESTINATION AS A PRECAUTION. HOWEVER, HE FAILED TO ASK FOR OR TAKE PRECAUTIONARY MEASURES AFTER LANDING AND THE AIRCRAFT WAS BLOWN OVER WHILE TAXIING.

Brief of Accident (Continued)

File No. - 1605

4/04/82

CHANTILLY, VA

A/C Reg. No. N5510D

Time (Lc1) - 1155 EDT

-----  
Occurrence           ROLL OVER  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1740      8/31/82      WOODBRIDGE,VA      A/C Reg. No. N8398T      Time (Lc1) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	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	ATLANTIC CITY,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WOODBIDGE,VA	WOODBIDGE AIRPORT, INC.
Wind Dir/Speed- 210/014 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 60
Cloud Conditions(1st) - 5500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 586
SE LAND	Months Since - 13	Last 24 Hrs - 4
	Aircraft Type - PA-28	Make/Model- 4
		Last 30 Days- 5
		Instrument- 32
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A VISUAL APPROACH FOR FINAL LANDING THE ACFT TOUCHED DOWN, BOUNCED & THE PLT APPLIED POWER FOR A GO-AROUND. AT APPROXIMATELY 100 FT AGL OVER THE DEPARTURE END OF THE RWY THE ENG QUIT. THE ACFT STRUCK THE GROUND IN A SMALL CLEARING. AFTER THE ACCIDENT 12 GALS OF FUEL WAS DRAINED FROM THE LEFT TANK & 1-1/2 PINTS FROM THE RIGHT TANK. THE FUEL SELECTOR WAS FOUND ON THE RIGHT TANK POSITION.



Brief of Accident (Continued)

File No. - 1740

8/31/82

WOODBIDGE,VA

A/C Reg. No. N8398T

Time (Lc1) - 1800 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      LANDING

Finding(s)

1. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  2. GO-AROUND - INITIATED - PILOT IN COMMAND
  3. FLUID,FUEL - STARVATION
  4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1686      7/22/82      MERCER ISLAND,WA      A/C Reg. No. N761EL      Time (Lcl) - 2102 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -PERSONAL	Fire	Crew 1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0
Accident Occurred During -CRUISE		Other 5	0	0

-----Aircraft Information-----

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEATTLE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATC/Airspace	Runway Ident - N/A
Wind Dir/Speed- 330/013 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Visibility - 65.0 SM	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1362
SE LAND,ME LAND	Months Since - 17	Make/Model- 39
	Aircraft Type - UNK/NR	Instrument- 247
		Multi-Eng - 559
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 143

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N2428E, A C-172, HAD DEPARTED SEA-TAC ARPT FOR A VFR FLT TO SNOHOMISH, WA, ABOUT 27 MI ON THE 355 DEG RADIAL FROM THE SEA-TAC VORTAC. IT PROCEEDED NNW OVER THE WEST SHORE OF MERCER ISLAND LOCATED APPROXIMATELY 10 MI NORTH OF THE SEA-TAC ARPT. N761EL, A C-A152, WAS SOUTHWEST BOUND PREPARING FOR ENTRY INTO THE BOEING FIELD ARPT TRAFFIC AREA. THE PLT'S LAST RADIO CONTACT HAD BEEN A POSITION REPORT TO BOEING FIELD TOWER. BOEING FIELD IS LOCATED APPROXIMATELY 5 MI NNW OF SEA-TAC ARPT. THE TWO ACFT COLLIDED ABOUT 1500 FT MSL OVER THE NW END OF MERCER ISLAND. THE COLLISION POINT IS ABOUT 5 MI NE OF BOEING FIELD. THE BLOCK OF TCA AIRSPACE OVER THE CRASH SITE HAS A "FLOOR" OF 3000 FT. THE COLLISION OCCURRED AT A LAT OF 47-35N & LONG OF 122-15W.

Brief of Accident (Continued)

File No. - 1686

7/22/82

MERCER ISLAND, WA

A/C Reg. No. N761EL

Time (Lc1) - 2102 PDT

Occurrence            MIDAIR COLLISION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1686      7/22/82      MERCER ISLAND, WA      A/C Reg. No. N2428E      Time (Lc1) - 2102 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CRUISE

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		4	0	0	0
Other		1	0	0	0

-----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 - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 330/013 KTS  
Visibility - 65.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SEATTLE, WA  
Destination  
SNOHOIMSH, WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - M-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 750	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-----

N2428E, A C-172, HAD DEPARTED SEA-TAC ARPT FOR A VFR FLT TO SNOHOMISH, WA, ABOUT 27 MI ON THE 355 DEG RADIAL FROM THE SEA-TAC VORTAC. IT PROCEEDED NNW OVER THE WEST SHORE OF MERCER ISLAND LOCATED APPROXIMATELY 10 MI NORTH OF THE SEA-TAC ARPT. N761EL, A C-A152, WAS SOUTHWEST BOUND PREPARING FOR ENTRY INTO THE BOEING FIELD ARPT TRAFFIC AREA. THE PLT'S LAST RADIO CONTACT HAD BEEN A POSITION REPORT TO BOEING FIELD TOWER. BOEING FIELD IS LOCATED APPROXIMATELY 5 MI NNW OF SEA-TAC ARPT. THE TWO ACFT COLLIDED ABOUT 1500 FT MSL OVER THE NW END OF MERCER ISLAND. THE COLLISION POINT IS ABOUT 5 MI NE OF BOEING FIELD. THE BLOCK OF TCA AIRSPACE OVER THE CRASH SITE HAS A "FLOOR" OF 3000 FT. THE COLLISION OCCURRED AT A LAT OF 47-35N & LONG OF 122-15W.

Brief of Accident (Continued)

File No. - 1686

7/22/82

MERCER ISLAND, WA

A/C Reg. No. N2428E

Time (Lc1) - 2102 PDT

-----  
Occurrence            MIDAIR COLLISION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1618

8/08/82

FORKS, WA

A/C Reg. No. N9368U

Time (Lcl) - 2245 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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 - DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC

Wind Dir/Speed - 330/008 KTS  
Visibility - 25.0 SM  
Cloud Conditions(1st) - 700 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
OCEAN SHORES, WA  
Destination  
EVERETT, WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 27

Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	-	184	Last 24 Hrs	-	4
Make/Model	-	157	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, ON A NIGHT CROSS COUNTRY FLIGHT, BECAME LOST, DISORIENTED AND LOW ON FUEL. HE ESTABLISHED RADIO COMMUNICATIONS WITH SEATTLE CENTER AND WAS RADAR VECTORED TO FORKS, WA, AIRPORT. THE PILOT WAS NOT ABLE TO SEE THE RUNWAY LIGHTS OR THE EMERGENCY LIGHTS FROM STATE POLICE VEHICLES. THE PILOT FINALLY DESCENDED INTO THE FOG AT 1700 FEET MSL, LOST CONTROL AND CRASHED.

Brief of Accident (Continued)

File No. - 1618

8/08/82

FORKS,WA

A/C Reg. No. N9368U

Time (Lc1) - 2245 PDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT

Finding(s)

1. WEATHER CONDITION - FOG
  2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. LIGHT CONDITION - DARK NIGHT
  5. WEATHER EVALUATION - 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) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1643

8/09/82

SEATTLE,WA

A/C Reg. No. N267Q

Time (Lcl) - 1650 PDT

-----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 -OTHER  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - ENSTROM F280  
Landing Gear - SKID  
Max Gross Wt - 2350  
No. of Seats - 2

Eng Make/Model - LYCOMING H10-360  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 205 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 240/007 KTS  
Visibility - 4.0 SM  
Cloud Conditions(1st) - 1000 FT SCATTERED  
Cloud Conditions(2nd) - 2500 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
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 - 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,PRIVATE  
SE LAND  
HELICOPTER

Age - 36  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 891	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
	Rotorcraft - 221

Instrument Rating(s) - NONE

-----Narrative-----

HELICOPTER MADE AN EMERGENCY FORCED LANDING AFTER POWER LOSS AIRCRAFT LANDED HEAVILY IN LOOSE DIRT AND DAMAGED SKIDS AND ROTORS. POST-ACCIDENT EXAM FOUND "THROTTLE ACTIVATING ARM WAS IMPROPERLY ENGAGED TO THROTTLE STOP."



Brief of Accident (Continued)

File No. - 1643

8/09/82

SEATTLE,WA

A/C Reg. No. N267Q

Time (Lc1) - 1650 PDT

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - IMPROPER
  2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1697

8/19/82

TOLEDO,WA

A/C Reg. No. N38220

Time (Lcl) - 0845 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

-----Aircraft Information-----

Make/Model - AUSTER A.O.P.6

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2100

No. of Seats - 3

Eng Make/Model - DEHAVILLAND GYPSY MAJOR 7 ELT Installed/Activated - NO -N/A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 340/008 KTS

Visibility - 75.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BELLEVUE,WA

Destination

ALBANY,OR

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 580

Make/Model- 2

Instrument- UNK/NR

Multi-Eng - 11

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT LOST WOODEN PROPELLER DURING CRUISE. AIRCRAFT WAS FORCED TO LAND ON A HIGHWAY. DURING APPROACH AIRCRAFT WING HIT A LIGHT POLE AND YAWED. DURING TOUCHDOWN IT BOUNCED HARD ON LEFT MAIN LANDING GEAR WHICH COLLAPSED.

Brief of Accident (Continued)

File No. - 1697

8/19/82

TOLEDO, WA

A/C Reg. No. N38220

Time (Lc1) - 0845 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - FAILURE, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES, HUB - SEPARATION

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)

3. OBJECT - UTILITY POLE

Occurrence #4 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 MAIN 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1617      8/27/82      AUBURN,WA

A/C Reg. No. N1338J

Time (Lcl) - 1927 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation      -PERSONAL

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under      -14 CFR 91

Fire

Crew

0

0

0

1

Accident Occurred During      -TAXI

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model      - ROCKWELL 112A

Eng Make/Model - LYCOMING IO-360-C1D6

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-----

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

Basic Weather      - VMC

Wind Dir/Speed- 270/005 KTS

Visibility      - 20.0 SM

ATC/Airspace

Cloud Conditions(1st) - 10000 FT SCATTERED

Type of Flight Plan - NONE

Cloud Conditions(2nd) - NONE

Type of Clearance      - NONE

Obstructions to Vision- NONE

Type Approach Flown - NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Airport Data

AUBURN MUNICIPAL

Runway Ident      - 34

Runway Lth/Wid      - 2900 -UNK/NR

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 53

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current      - YES

Total      - 780

Last 24 Hrs - 0

SE LAND

Months Since      - 1

Make/Model- 600

Last 30 Days- 10

Aircraft Type - 112A

Instrument- 180

Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N1338J EXPERIENCED A BRAKE LINE FAILURE AND TAXIED INTO PIPER PA-28, N8316A, THAT WAS PARKED IN THE WARM-UP AREA. THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 1617

8/27/82

AUBURN,WA

A/C Reg. No. N1338J

Time (Lc1) - 1927 PDT

---

Occurrence

Phase of Operation

Finding(s)

1. OBJECT - AIRCRAFT PARKED
  2. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1617

8/27/82

AUBURN,WA

A/C Reg. No. N8316A

Time (Lcl) - 1927 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -STANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-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- 270/005 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - 10000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

AUBURN MUNICIPAL  
Runway Ident - 34  
Runway Lth/Wid - 2900 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 19  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	381	Last 24 Hrs - 2
Make/Model-	51	Last 30 Days-	65
Instrument-	23	Last 90 Days-	79
Multi-Eng -	6		

Instrument Rating(s) - NONE

-----Narrative-----

N8316A A PIPER PA-28 WAS PARKED IN THE RUNUP AREA WHEN THE BRAKE LINE ON N1338J A ROCKWELL 112A FAILED. N1338J TAXIED INTO N8316A, CAUSING SUBSTANTIAL DAMAGE TO THE EMPENNAGE OF N8316A.

Brief of Accident (Continued)

File No. - 1617

8/27/82

AUBURN,WA

A/C Reg. No. N8316A

Time (Lc1) - 1927 PDT

---

Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1734      7/08/82      STEVENS POINT,WI      A/C Reg. No. N9284G      Time (Lcl) - 0720 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	ON GROUND	0	1	0	0
Accident Occurred During -MANEUVERING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 4200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO	
No. of Seats - 1	Rated Power - 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELLIS,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1636
SE LAND	Months Since - 15	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 1156
		Last 30 Days- UNK/NR
		Instrument- 18
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHEN HE WAS PULLING UP FROM A SWATH RUN, HE NOTICED A LEFT SPRAY NOZZLE WAS LEAKING. AT THE SAME TIME, HE NOTICED A PERSON ON THE PORCH OF A HOUSE THAT HE WAS FLYING OVER. AS HE LOOKED TO SEE IF THE HOUSE AND PERSON WOULD BE AVOIDED, THE AIRCRAFT GOT IN A NOSE HIGH, LEFT-WING-LOW ATTITUDE. REPORTEDLY, HE ENTERED A PARTIAL STALL AT ABOUT 180 FT AGL. HE APPLIED FULL POWER AND DUMPED HIS CHEMICAL LOAD; HOWEVER, HE BECAME BOXED IN BY TREES UP TO 100 FT TALL. WHILE CLIMBING, THE AIRCRAFT STALLED AND CRASHED INTO THE TREETOPS. THE SHOULDER HARNESS FAILED DURING IMPACT AND THE PILOT RECEIVED FACIAL INJURIES.



Brief of Accident (Continued)

File No. - 1734

7/08/82

STEVENS POINT,WI

A/C Reg. No. N9284G

Time (Lc1) - 0720 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. SPRAY/DUSTING EQUIPMENT - LEAK
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

6. OBJECT - TREE(S)
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1765      7/17/82      LAKE DELTON,WI      A/C Reg. No. N8375Q      Time (Lcl) - 1240      T

-----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      Crew      Pass  
NONE      0      0

-----Aircraft Information-----

Make/Model      - CESSNA A185F  
Landing Gear      - FLOAT  
Max Gross Wt      - 3300  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520D  
Number Engines - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 180/015 KTS  
Visibility      - 20.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MEDO BASE,WI  
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      - HIGH VEGETATION  
SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND,SE SEA

Age - 39

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4226	Last 24 Hrs	-	0
Make/Model	-	606	Last 30 Days	-	UNK/NR
Instrument	-	185	Last 90 Days	-	236
Multi-Eng	-	1913			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT EQUIPPED AIRCRAFT WAS BEING OPERATED ON ITS FIRST FLIGHT OF THE DAY. AFTER TAKEOFF, THE PILOT NOTED A DETERIORATION OF POWER AS HE WAS CLIMBING THROUGH ABOUT 400 FT AGL. HE WAS UNABLE TO RESTORE THE POWER AND COULD NOT MAINTAIN LEVEL FLIGHT. DURING A FORCED LANDING IN A CORN FIELD, THE AIRCRAFT SLID A SHORT DISTANCE AND THEN NOSED OVER. AN EXAMINATION AND SUBSEQUENT ENGINE RUN-UP REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1765

7/17/82

LAKE DELTON, WI

A/C Reg. No. N8375Q

Time (Lcl) - 1240 T

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 - 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. - 1757

8/05/82

MILWAUKEE,WI

A/C Reg. No. N59Y

Time (Lcl) - 1425 CDT

-----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 - BREEZY RLU1  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 45 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK  
Method - IN PERSON  
Completeness - SELF  
Basic Weather - IMC  
Wind Dir/Speed- UNK/NR  
Visibility - 0.0  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OSHKOSH,WI  
Destination  
HARTFORD,WI

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 - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2250
Make/Model-	90
Instrument-	15
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE GOT A WEATHER BRIEFING BEFORE DEPARTING OSHKOSH, WI. WHILE EN ROUTE, HE ENCOUNTERED FOG AND RAIN. THE PILOT ATTEMPTED TO CONTINUE TO FIND TIMMERMAN OR RAINBOW AIRPORT. THE ENGINE LOST POWER DUE TO FUEL EXHAUSTION. WHILE LANDING ON A BOULEVARD, THE AIRCRAFT TOUCHED DOWN ON THE ROOF OF A MOVING AUTOMOBILE AND BROKE ITS REAR WINDOW. THIS LIGHT WEIGHT AIRCRAFT DOES NOT HAVE AN ENCLOSED COCKPIT.

Brief of Accident (Continued)

File No. - 1757

8/05/82

MILWAUKEE,WI

A/C Reg. No. N59Y

Time (Lc1) - 1425 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  2. WEATHER CONDITION - RAIN
  3. WEATHER CONDITION - FOG
- 

Occurrence #2            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  5. FLUID,FUEL - EXHAUSTION
  6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3            FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #4            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - VEHICLE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1756

8/05/82

WHITEHALL,WI

A/C Reg. No. N802RB

Time (Lc1) - 1130 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 -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BOEING STEARMAN A75-300N1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2717  
No. of Seats - 2

Eng Make/Model - LYCOMING R-680-13-E3B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 300 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 - IMC

Itinerary

Last Departure Point  
ST. CLOUD,MN  
Destination  
RACINE,WI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

Wind Dir/Speed- UNK/NR  
Visibility - 3.0 SM  
Cloud Conditions(1st) - 800 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6000  
Last 24 Hrs - 8  
Make/Model- 400  
Last 30 Days- UNK/NR  
Instrument- 950  
Last 90 Days- 150  
Multi-Eng - 605  
Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RECEIVED A WEATHER BRIEFING BEFORE TAKEOFF, AND REPORTEDLY, WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. DURING THE FLIGHT, THE CEILING AND VISIBILITY BEGAN TO DECREASE. THE PILOT DECIDED TO MAKE A PRECAUTIONARY LANDING IN A FIELD. HE STATED THAT HE MADE A LOW PASS OVER THE FIELD, AND DURING THE GO-AROUND, THE ENGINE WOULD NOT DEVELOP FULL POWER. SUBSEQUENTLY, A WING TIP STRUCK THE TOPS OF TREES AT THE END OF THE FIELD AND THE AIRCRAFT CRASHED.

Brief of Accident (Continued)

File No. - 1756

8/05/82

WHITEHALL, WI

A/C Reg. No. N802RB

Time (Lcl) - 1130 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. UNDETERMINED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1699      8/01/82      KEYSER,WV      A/C Reg. No. N2386K      Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage

DESTROYED

Fire  
NONE

Fatal

Crew      0  
Pass      0

Injuries

Serious      Minor      None

0      0      2  
0      0      0

-----Aircraft Information-----

Make/Model      - PIPER PA-38-112  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 330/005 KTS  
Visibility      - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CUMBERLAND,MD  
Destination

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MILLER FIELD  
Runway Ident      - 29  
Runway Lth/Wid      - 2700 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - ROUGH

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 - 26

Biennial Flight Review

Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 57      Last 24 Hrs - 0  
Make/Model- 38      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

PILOT WAS MAKING A GO-AROUND OVER A 1700 FOOT RUNWAY. FULL FLAPS WERE LEFT DOWN UNTIL END OF RUNWAY AND THEN RAISED TO 21 DEGREES. TERRAIN WAS RISING FASTER THEN AIRCRAFT WAS CLIMBING. AIRCRAFT STRUCK TREES AND NOSED DOWN INTO THE GROUND. TEMPERATURE WAS 85 DEGREES, FIELD ELEVATION 975 FEET.



Brief of Accident (Continued)

File No. - 1699

8/01/82

KEYSER,WV

A/C Reg. No. N2386K

Time (Lc1) - 1915 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  2. GO-AROUND - INITIATED - PILOT IN COMMAND
  3. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
  4. TERRAIN CONDITION - RISING
  5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1660      4/20/82      BIG PINEY,WY      A/C Reg. No. N9007N      Time (Lcl) - 1610 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	UN-DEMAND AIR TAXI	Aircraft Damage						
		DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,EXT LOAD	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 133	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-MANEUVERING			0	1	0	0	0

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA315B	Eng Make/Model	- TURBOMECA ARTOUSTE 111B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4900	Engine Type	- TURBOSHAFT	Weather Radar	- NO
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	
Method	- N/A	UNK/NR	
Completeness	- N/A	Destination	
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- CALM	Runway Ident	- N/A
Visibility	- 50.0 SM	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface	- N/A
Cloud Conditions(2nd)	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 7850	Last 24 Hrs - 4
	Months Since - 8	Make/Model- 2725	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 66	Last 90 Days- 128
			Rotorcraft - 7850

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT WAS ENGAGED IN SEISMIC ACTIVITY SUPPLYING EXPLOSIVES BY LONG LINE. THE ENG FAILED AT ABOUT 400-500 FT AGL. THE LOAD WAS RELEASED & AN OPEN FIELD WAS SELECTED. AT ABOUT 150 FT AGL THE PLT WAS UNABLE TO MAINTAIN ROTOR RPM & THE ACFT IMPACTED THE GROUND IN AN UPRIGHT POSITION. THE ENG TEARDOWN INDICATED A FATIGUE FAILURE OF THE #4 BLADE ON THE AXIAL COMPRESSOR ASSEMBLY. FATIGUE CRACK DEVELOPMENT OCCURRED ACROSS APPROXIMATELY 2/3 OF THE PLATFORM AREA BEFORE FINAL SEPARATION OCCURRED. THE BLADE SEPARATION CAUSED SEVERE INTERNAL DAMAGE WITHIN THE COMPRESSOR ASSEMBLY INCLUDING EXTREME AXIAL WHEEL DAMAGE, DESTRUCTION OF THE AXIAL COMPRESSOR DIFFUSER & BEARING FAILURE.

Brief of Accident (Continued)

File No. - 1660

4/20/82

BIG PINEY, WY

A/C Reg. No. N9007N

Time (Lcl) - 1610 MST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - FATIGUE
2. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. ADEQUATE ROTOR RPM - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1709      8/03/82      LANDER,WY      A/C Reg. No. N6476G      Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation - INSTRUCTIONAL - SOLO	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 0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	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 - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	MUD BUTTE,SD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LANDER,WY	HUNT
Wind Dir/Speed- 040/060 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5100/ 75
Cloud Conditions(1st) - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 31000 FT SCATTERED	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 - 38
SE LAND	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 31
		Instrument- 1
		Last 30 Days- 15
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT SUDDENLY VEERED TO THE RIGHT AFTER HE HAD SLOWED TO ABOUT 30 TO 35 KTS. AN EXAMINATION REVEALED THAT THE NOSE GEAR FORK HAD FAILED IN TWO PLACES. THE BREAKS WERE JUST BELOW THE STRUT ATTACHMENT POINT AND DIRECTLY ACCROSS FROM ONE ANOTHER. SUBSEQUENTLY, THE NOSEWHEEL SEPARATED AND THE NOSE GEAR COLLAPSED. THE AIRCRAFT THEN TRAVELED ALONG ON ITS NOSE, VEERED OFF THE RUNWAY, AND STRUCK AN IRRIGATION DITCH. IT WAS NOTED THAT THE AIRCRAFT HAD BEEN USED EXTENSIVELY FOR STUDENT TRAINING AND WAS REGULARLY OPERATED INTO ROUGH AND UNIMPROVED FIELDS.

Brief of Accident (Continued)

File No. - 1709

8/03/82

LANDER,WY

A/C Reg. No. N6476G

Time (Lc1) - 1100 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

1. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
2. LANDING GEAR,WHEEL - SEPARATION

Occurrence #2 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 6



EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6838

NTSB

AAB-84/01

Aircraft Accident Briefs-  
U.S. Civil and Foreign aviation  
Issue#9-1982 Accidents.

**U.S. DEPARTMENT OF COMMERCE**  
**National Technical Information Service**

Springfield, Va. 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID  
U.S. DEPARTMENT OF COMMERCE  
COM-211



SPECIAL FOURTH-CLASS RATE  
BOOK

NTSB BA

X841231

001

EMERY RIDDLE AERONAUTICAL UNIT  
LEARNING RESOURCES CTR  
REGIONAL AIRPORT  
DAYTONA FL 32014