

PB84-916902



NATIONAL TRANSPORTATION SAFETY BOARD



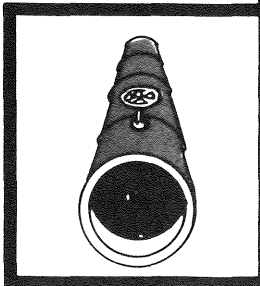
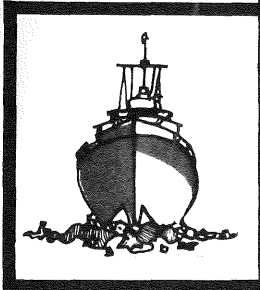
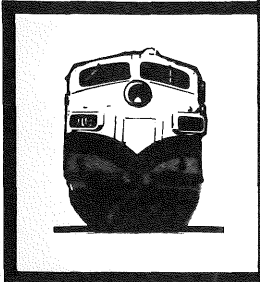
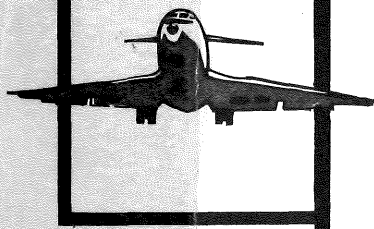
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10 OF 1982 ACCIDENTS**

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UNITED STATES GOVERNMENT



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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 1801 thru 2000					
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FOREWARD

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

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

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

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

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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

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.

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 1801 Through 2000
Issue Number 10

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	192	27	55
Part 135 (Air Taxi)	7	2	5
Part 135 (Commuter)	1	0	0
Part 121 (Air Carrier)	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	200	29	60

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 1801 Through 2000
Issue Number 10

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)	163	20	40
Fixed-Wing (Multi-Engine)	16	6	16
Rotorcraft	18	2	3
Glider	1	1	1
Balloon	2	0	0
Blimp/Dirigible	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	200	29	60

File Order Listing - Issue No. 10, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1801	N96401	061982	SETTLERS BAY, AK	TAYLORCRAFT	BC-12D	NONE	4
1802	N7296V	062382	HOLLYGROVE, AR	CALLAIR	A-9	MINOR	32
1803	N6742G	060882	GRAHAM, TX	CESSNA	150	FATAL	332
1804	N7932K	072482	MCKENZIE BRIDGE, OR	BEECH	S35	FATAL	290
1805	N75A	073082	NEOSHO, MO	THORP	T-18	FATAL	206
1806	N4494Q	072282	MALONE, FL	CESSNA	188B	NONE	94
1807	N6392Y	062882	PENSACOLA, FL	CESSNA	210N	NONE	90
1808	N3909Y	030982	NEAR COMMERCE, GA	CESSNA	210D	FATAL	98
1809	N10966	080782	SHELTON, WA	HUGHES	369D	NONE	376
1810	N26805	082082	FRANKFORD, MI	GRUMMAN	AA-5A	NONE	182
1811	N2881J	080982	ALTHEIMER, AR	CESSNA	T188C	NONE	38
1812	N75548	081082	ANTOINE, AR	CESSNA	172N	NONE	40
1813	N9307F	082882	MEDINA, OH	HUGHES	269-B	NONE	276
1814	N832BW	080182	COTULLA, TX	CESSNA	421B	NONE	350
1815	N668V	082082	NEW CARLISLE, OH	BEECH	BE-33	NONE	274
1816	N81HF	081182	WAYNESVILLE, OH	ENSTROM	F-28	NONE	272
1817	N52VM	080382	PERU, IL	SONERAI	II	NONE	126
1818	N4889H	043082	CARSWELL, TX	CESSNA	152	FATAL	326
1819	N761BK	082282	JONESBORO, AR	CESSNA	152A	NONE	46
1820	N2321V	081782	LEACHVILLE, AR	SNOW	AT-301A	NONE	42
1821	N5364	081782	MARIANNA, AR	GRUMMAN	G164A	NONE	44
1822	N7320M	082182	HOLLY SPRINGS, MS	CESSNA	210M	MINOR	216
1823	N8186X	082882	KENOSHA, WI	CESSNA	172	MINOR	390
1824	N330CP	092082	DUBOIS, PA	PIPER	PA-30F	NONE	306
1825	N9309S	080482	LE SUER, MN	BEECH	B19	NONE	198

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1826	N93019	081882	HOLLAND, MI	CESSNA	210	NONE	180
1827	N59504	080882	GRAND ISLE, LA	BELL	206B	SERIOUS	150
1828	N757ES	080982	AVONDALE, CO	CESSNA	152	NONE	72
1829	N53227	080882	STOCKTON, KS	CESSNA	188	NONE	140
1830	N550MA	081882	CAMDENTON, MO	MITSUBISHI	MU-2B-20	NONE	208
1831	N3899N	083082	GRAND JUNCTION, CO	BEECH	35	NONE	76
1832	N19889	080882	FAIRBURN, SD	CESSNA	172M	NONE	316
1833	N51183	091382	NICHOLS, IA	CESSNA	150	NONE	118
1834	N46872	091882	HYANNIS, MA	CESSNA	152	NONE	160
1835	N5185X	091182	ENFIELD, NH	CHAMPION	7GCBC	NONE	230
1836	N4868U	091782	AUGUSTA, ME	CESSNA	205A	SERIOUS	170
1837	N2441A	090982	POMONA, NJ	PIPER	PA-38-112	NONE	236
1838	N80020	090382	MORICHES BAY, NY	CONSOLIDATED	LA-4-200	NONE	264
1839	N7746Q	082982	NEAR WOODRUFF, WI	CESSNA	310Q	FATAL	392
1840	N7674R	091182	WEST YARMOUTH, MA	BEECH	B23	NONE	158
1841	N403DC	083082	GREENVILLE, SC	BELL	206L	NONE	314
1842	N6787K	082782	GUNNISON, MS	GRUMMAN	G-164C	NONE	218
1843	N30445	082782	GREENSBORO, NC	CESSNA	177	MINOR	222
1844	N4090G	082082	NEAR BROOTEN, MN	BELL	47G-4A	NONE	200
1845	N6164V	080282	STANDARD ROCK, MI	LAKE	LA-4-200	NONE	178
1846	N9101E	082382	MCNEAL, AZ	MAULE	M-5-235C	NONE	52
1847	N64947	071682	WASHINGTON, IS, WI	CESSNA	172P	SERIOUS	388
1848	N733CH	072382	ISLE, MN	CESSNA	172N	NONE	190
1849	N187Q	052882	COLUMBIA, MD	BEECH	D95A	FATAL	162
1850	N62481	020282	NEWBURGH, NY	PIPER	PA-23-250	FATAL	256

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1851	N60WW	091182	PLATTSBURG, MO		STARDUSTER	SERIOUS	212
1852	N3963F	030482	3NM EAST OF MARYVALE, UT	CESSNA	172	FATAL	366
1853	N165MA	042082	LAFAYETTE, GA	MITSUBISHI	MU-2B-30	FATAL	100
1854	N451C	020182	GROTON, CT	BEECH	99	SERIOUS	82
1855	N62RB	072182	CONNELLSVILLE, PA	THORP	T-18	MINOR	296
1856	N1021K	092482	TOPEKA, KS	PITTS	SC 1	MINOR	142
1857	N8478W	093082	HACKETTSTOWN, NJ	PIPER	PA-28-180	NONE	242
1858	N84220	091182	VINALHAVEN, ME	CESSNA	172K	NONE	168
1859	N8905D	091882	MARLBORO, NJ	PIPER	PA-22-160	MINOR	240
1860	N9369R	092582	HONESDALE, PA	CESSNA	TR-182	NONE	308
1861	N23965	090982	HAMMONTON, NJ	BEECH	C23	MINOR	238
1862	N49JF	091982	SHEBOYGAN FALLS, WI	SCORPION TOO		SERIOUS	394
1863	N94979	091882	SPRINGFIELD, IL	TAYLORCRAFT	BC12-D	MINOR	130
1864	N6140Z	093082	BALDWIN, WI	PIPER	PA-25-180	NONE	396
1865	N9595F	082482	SAN DIEGO, CA	HUGHES	269B	NONE	64
1866	N9986K	052782	OAKWOOD, VA	BELL	206B	FATAL	370
1867	N1877L	050982	SMITHVILLE, MO	BEECH	A36	SERIOUS	204
1868	N5936V	082382	DILLINGHAM, AK	PIPER	PA-28R	FATAL	16
1869	N1453Q	072982	MCGRATH, AK	CESSNA	185F	NONE	8
1870	N148AF	080882	BANDERA, TX	PIPER	PA-23-250	FATAL	352
1871	N1489A	080682	LAKE ARTHUR, NM	PIPER	PA-22	SERIOUS	254
1872	N48915	090582	23 MI ENE TOUTLE, WA	PIPER	PA-32-300	FATAL	382
1873	N3590P	060482	SAN MARCOS, TX	PIPER	PA-18A	MINOR	330
1874	N9682Q	072482	11NM EAST OF SITKA, AK	CESSNA	A185F	FATAL	6
1875	N5945T	071482	PATTON, PA	CESSNA	150D	SERIOUS	294

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1876	N4745Q	040582	JUNEAU, AK	CESSNA	A185E	MINOR	2
1877	N3858K	103082	WOODVILLE, TX	PIPER	PA-28-140	FATAL	364
1878	N209OW	073182	SAN CARLOS, CA	PIPER	PA-28RT-20	NONE	58
1879	N22912	072182	SACRAMENTO, CA	CESSNA	150	NONE	56
1880	N827Z	091982	BUTLER, PA	FOSTER	AIRSPPEED	FATAL	304
1881	N8519F	071682	FREDERICK, MD		WINDWAGON	FATAL	164
1882	N56373	082982	MEDIAPOLIS, IA	PIPER	PA-28R-200	FATAL	112
1883	N19452	080282	CALEDONIA, MN	CESSNA	150	NONE	196
1884	N5291G	072482	SAGAPONACK, NY	CESSNA	305A	NONE	258
1885	N65609	070382	HARLAN, IN	CESSNA	152	NONE	134
1886	N9944T	071682	DEER RIVER, MN	CESSNA	182C	NONE	188
1887	N1156U	082682	MATAWAN, NJ	MOONEY	M20J	NONE	234
1888	N57480	082182	HO HO KUS, NJ	BELL	206L-1	NONE	232
1889	N7989C	082582	NEAR DILLINGHAM, AK	PIPER	PA-32	NONE	18
1890	N6489B	072982	CHATFIELD, MN	CESSNA	152	NONE	194
1891	N99987	081682	CLEARWATER, FL	ENGINEERING	415-C	NONE	96
1892	N42GC	081482	GRAND BAY, AL	CESSNA	180	NONE	26
1893	N66222	083082	FARMERVILLE, LA	CESSNA	150	MINOR	152
1894	N7715H	082782	OAKES, ND	PIPER	PA-12	FATAL	226
1895	N195SB	080682	DIXON, IL	CESSNA	195A	NONE	128
1896	N5637F	072382	POYEN, AR	ALON	A2	NONE	36
1897	N326CA	072882	ABILENE, TX	BEECH	B99A	NONE	348
1898	N5451H	081282	MARLBORO, MA	CESSNA	172M	NONE	154
1899	N714EY	082082	CERES, NY	CESSNA	150M	NONE	260
1900	N495OM	082282	UTICA, NY	PIPER	PA-11	NONE	262

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1901	N6756B	080682	AFTON, OK	BEECH	C23	NONE	284
1902	N5787J	080282	ABBEVILLE, LA	CESSNA	182P	NONE	148
1903	N36709	080182	LOS LUMAS, NM	STINSON	10A	NONE	252
1904	N15752	082882	NORWOOD, MA	PIPER	PA-28-140	NONE	156
1905	N197V	082882	DUBOIS, PA	CESSNA	180G	NONE	300
1906	N3013Y	072782	ALBUQUERQUE, NM	CESSNA	182E	NONE	248
1907	N8937L	072582	SANTA ROSA, NM	PIPER	PA-25-235	NONE	246
1908	N8486G	070682	BOISE CITY, OK	CESSNA	A188B	NONE	280
1909	N3123W	071582	PORT O'CONNOR, TX	BEECH	A36	NONE	344
1910	N5605J	091982	PARK FOREST, IL	CESSNA	172	NONE	132
1911	N235J	081082	PAYSON, AZ	BEECH	E55	MINOR	50
1912	N1104L	081482	LAKE TAHOE, CA	LAKE	LA-4	NONE	62
1913	N32BP	091282	MARSHALL, MI	BREEZY	RLU-1	MINOR	186
1914	N8067V	091282	ANGLE INLET, MN	PIPER	PA-28-161	SERIOUS	202
1915	N6253P	091882	ERIE, PA	PIPER	PA-24	NONE	302
1916	N7424A	090982	VAIN, OK	CESSNA	172	MINOR	288
1917	N9251G	092382	LAVA HOT SPRINGS, ID	CESSNA	188B	NONE	120
1918	N9463A	090982	ZILWAUKER, MI	BENSEN	BM8	NONE	184
1919	N3317F	070482	DEER VALLEY, AZ	CESSNA	182J	NONE	48
1920	N4991F	080382	GRASS VALLEY, CA	CESSNA	U206B	NONE	60
1921	N69DH	020982	CARLSBAD, CA	CESSNA	310R	NONE	54
1922	N1970A	080982	SCOTTSBLUFF, NE	PIPER	PA-20	NONE	228
1923	N73562	090682	HOUSTON, TX	CESSNA	172M	NONE	360
1924	N2708P	072982	KETCHIKAN INTL., AK	LAKE	LA-4-200	FATAL	10
1925	N201BQ	080882	NO. RICHLAND HILLS, TX	MOONEY	M20J	NONE	354

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1926	N8902F	071282	DAVISON, MI	HUGHES	269A	NONE	174
1927	N6444K	071282	SAGINAW, MI	REPUBLIC	RC-3	NONE	172
1928	N8311E	101282	HALSTEAD, KS	MOONEY	M20A	SERIOUS	144
1929	N2409P	081682	EAGLE RIVER, AK	PIPER	PA-38-112	NONE	14
1930	N199A	080882	CRESTED BUTTE, CO	EIRIAVION OY	PIK-20D	FATAL	70
1931	N8103P	070782	LAFAYETTE, IN	PIPER	PA-24-250	NONE	136
1932	N32NA	070982	NEAR ZANESVILLE, OH	GRUMMAN AMER	AA-1B	NONE	270
1933	N77697	071182	FRANKLIN, WI	FAIRCHILD	24R-46A	NONE	386
1934	N30157	073182	SPRINGER, NM	CESSNA	177	NONE	250
1935	N304CW	072682	EAGLE PASS, TX	PIPER	PA-34-200T	NONE	346
1936	N52GS	071882	YPSILANTI, MI	BEECH	36	NONE	176
1937	N46172	080882	OVERBROOK, OK	CESSNA	172M	SERIOUS	286
1938	N6440T	071882	ENGLEWOOD, FL	CESSNA	150	NONE	92
1939	N116AL	071482	SABINE, TX	BELL	206B	NONE	342
1940	N4662T	070482	SANGER, TX	PIETENPOL	AIRCAMPER	MINOR	334
1941	N5429B	071182	MCKINNEY, TX	CESSNA	182	MINOR	338
1942	N154T	081782	WATERTOWN, SD	PIPER	PA-18	FATAL	318
1943	N1CJ	081982	SWANSEA, SC	SMITH	MINIPLANE	FATAL	312
1944	N4010S	082282	PHILLIP, SD	RAVEN	RX-7	SERIOUS	320
1945	N60028	072882	DEKALB, IL	CESSNA	150J	NONE	122
1946	N7692Q	070182	EL DORADO, OK	CESSNA	310Q	NONE	278
1947	N6678K	071282	BEEDEVILLE, AR	GRUMMAN	G-164B	NONE	34
1948	N25187	071282	NEW BRAUNFELS, TX	PIPER	PA-38-112	NONE	340
1949	N4433C	081982	WALLINGFORD, CT	CESSNA	195A	NONE	84
1950	N19JM	072882	PLAINVIEW, MN	BELL	47G-2	NONE	192

File Order Listing - Issue No. 10, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1951	N25814	073082	NEW HAVEN, IL	PIPER	PA-38	NONE	124
1952	N10286	072982	DONALSONVILLE, GA	GRUMMAN	G-164	NONE	102
1953	N9330X	050982	ARMSTRONG, TX	CESSNA	182E	FATAL	328
1954	175Q	051482	WALLA WALLA, WA	BEECHCRAFT	S35	FATAL	372
1955	N9728P	091382	RED LEVEL, AL	PIPER	PA-25	NONE	30
1956	N100CA	061982	CLEARWATER, FL	CESSNA	421B	NONE	88
1957	N7687Z	091182	RAY CITY, GA	PIPER	PA 25-235	NONE	104
1958	N13592	090582	WARRENSBURG, MO	CESSNA	172M	NONE	210
1959	N51470	090482	NR. MCGRATH, AK	MAULE	M-5	NONE	20
1960	N5907Y	092382	NEAR PORT ALSWORTH, AK	PIPER	PA-18	NONE	22
1961	N21753	092382	NEAR BARROW, AK	CESSNA	185	NONE	24
1962	N89758	091982	FRIENDSWOOD, TX	CESSNA	140	NONE	362
1963	8741D	072582	TIETON, WA	PIPER	PA-22-150	SERIOUS	374
1964	N58D	072382	GLENWOOD SPRINGS, CO	STEEN	SKYBOLT	NONE	68
1965	N8870L	071782	GATESVILLE, NC	GRUMMAN	AMERICAN A	SERIOUS	220
1966	N5179B	072082	ROSE HILL, KS	CESSNA	152	FATAL	138
1967	N655FL	072282	HARRAH, OK	PIPER	28-140	FATAL	282
1968	N53070	070482	HOUSTON, TX	CESSNA	177RG	SERIOUS	336
1969	N1884R	072582	ALBUQUERQUE, NM	RAVEN	RX-6	SERIOUS	244
1970	N2906A	082982	COUNCIL BLUFFS, IA	CESSNA	T310R	FATAL	114
1971	N9357F	072982	TIPTON, IA	HUGHES	269B	SERIOUS	110
1972	N360CB	072882	WOODS CROSS, UT	OAR	ACAPELLA	NONE	368
1973	N9218S	091782	YAKIMA, WA	BEECH	C23	NONE	384
1974	N2901H	092882	POINT LOOKOUT, MO	PIPER	PA-28-161	NONE	214
1975	N55JG	072282	TOWER CITY, PA	BUCKER JUNG	BU-131	NONE	298

File Order Listing - Issue No. 10, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1976	N5937J	072282	NEW HAMPTON, IA	CESSNA	A150L	SERIOUS	108
1977	N1344M	073182	HAMLIN, ME	BOEING	PT-17	NONE	166
1978	N9749B	073082	MANLEY HOT SPRINGS, AK	CESSNA	180A	NONE	12
1979	N1691W	061582	MYRTLE BEACH, SC	BEECH	A36	MINOR	310
1980	N9410B	090982	HULETT, WY	CESSNA	175	NONE	400
1981	N90744	090582	EDEN, TX	ROBINSON	R22	MINOR	358
1982	N8127S	090782	FAITH, SD	CESSNA	150	NONE	322
1983	N98872	090482	DURANGO, CO	PIPER	J-3 C65	SERIOUS	80
1984	N87141	090382	ENGLEWOOD, CO	ERCOUPE	415C	SERIOUS	78
1985	N1106Y	090782	WYOMING, IA	CESSNA	150B	NONE	116
1986	N4662G	091282	SPRING VALLEY, NY	CESSNA	172N	NONE	268
1987	N46173	090682	FRANKFORT, NY	CESSNA	180J	NONE	266
1988	N3601J	090982	EAST HADDAM, CT	CESSNA	150G	MINOR	86
1989	N1295F	090582	CLE ELUM, WA	CESSNA	172N	MINOR	380
1990	N9703V	090182	MCCOOK, TX	CESSNA	172M	NONE	356
1991	N1KL	081282	CENTER, CO	AIR TRACTOR	AT-301	MINOR	74
1992	N67081	070782	MEETEETSE, WY	AEROSPATIALE	SA316B	SERIOUS	398
1993	N4050B	050982	WALSH, CO	BELLANCA	17-31ATC	NONE	66
1994	N9410L	090282	PAULSBO, WA	AMERICAN	AA-1A	MINOR	378
1995	N758MY	090382	BROWNSMEAD, OR	CESSNA	R172K	MINOR	292
1996	N2103V	091682	HAWKINSVILLE, GA	CESSNA	120	NONE	106
1997	N3641J	091282	GOLDSBORO, NC	CESSNA	150	NONE	224
1998	N8982F	090182	LOUISVILLE, KY	HUGHES	269C	MINOR	146
1999	N9759V	090182	HILLSBORO, AL	CESSNA	A188	MINOR	28
2000	N51394	031182	BRYAN, TX	CESSNA	150J	SERIOUS	324

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 10 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1876 4/05/82 JUNEAU, AK A/C Reg. No. N4745Q Time (Lcl) - 1950 PST

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

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

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

Make/Model - CESSNA A185E	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 080/003 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>AUKE BAY, AK</p> <p>Destination</p> <p>JUNEAU, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>JUNEAU</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 8456/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 385</p> <p>Make/Model- 310</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APPROACH TO LAND, THE PILOT OF THE AMPHIBIOUS AIRCRAFT EXTENDED THE GEAR AND PERFORMED HIS PRELANDING CHECKS. HE STATED THAT WHILE HE WAS DESCENDING, HE NOTICED AN EXCESSIVE LOSS OF ALTITUDE AND BEGAN TO ADD POWER. HOWEVER, THE ENGINE DID NOT RESPOND AND HE WAS UNABLE TO OBTAIN A RESTART. SUBSEQUENTLY, THE AIRCRAFT TOUCHED DOWN ON IN THE LIGHTING SYSTEM SHORT OF THE RUNWAY AND NOSED OVER. AN EXAMINATION REVEALED THAT THE LOW PRESSURE RELIEF VALVE ADJUSTING SCREW ON THE FUEL PUMP, PN 638154-1, WAS WORN AND RECESSED IN THE HOUSING. THE SCREW WOULD ROTATE AND VARY THE LOW PRESSURE FUEL SETTING.

Brief of Accident (Continued)

File No. - 1876

4/05/82

JUNEAU, AK

A/C Reg. No. N4745Q

Time (Lc1) - 1950 PST

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

Finding(s)

1. FUEL SYSTEM,PUMP - WORN
 2. FUEL SYSTEM,PUMP - LOOSE
-

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 - RUNWAY LIGHT
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1801

6/19/82

SETTLERS BAY, AK

A/C Reg. No. N96401

Time (Lcl) - 1000 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASILLA, AK
Destination
KING LAKE, AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

SETTLERS BAY
Runway Ident - UNK/NR
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	73
Make/Model-	36
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	10
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS-COUNTRY FLIGHT FROM WASILLA TO KING LAKE THE PILOT DECIDED TO DO SOME TOUCH AND GO LANDINGS AT SETTLERS BAY. THE PILOT STATED THAT ON HIS THIRD LANDING THE LEFT BRAKE LOCKED AND THE AIRCRAFT SWERVED OFF THE RUNWAY INTO A DITCH NOSING OVER.

Brief of Accident (Continued)

File No. - 1801

6/19/82

SETTLERS BAY, AK

A/C Reg. No. N96401

Time (Lc1) - 1000 AST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
2. TOUCH AND GO LANDING - PERFORMED - 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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1874 7/24/82 11NM EAST OF SITKA, AK A/C Reg. No. N9682Q Time (Lc1) - 1600 PDT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SITKA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WARM SPRINGS BAY, AK	Runway Ident - N/A
Wind Dir/Speed- 320/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 2300 FT BROKEN	Type of Clearance - UNK/NR	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 2908	Last 24 Hrs - 5	
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- UNK/NR	Last 30 Days- 50	
	Aircraft Type - DHC-2	Instrument- UNK/NR	Last 90 Days- 108	
		Multi-Eng - 15		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING SITKA THE ACFT PROCEEDED GENERALLY EAST VIA BLUE LAKE, BLUE LAKE PASS & THE "CUT", A RIDGE ORIENTED NE/SW WITH AN ELEVATION OF APPROXIMATELY 3000 FT MSL. THE IMPACT SITE WAS ABOUT 1 NM SE OF THE CUT ON THE NORTH FACE OF THE VALLEY. BOTH STALL FENCES, LOCATED ON THE UPPER SURFACE OF EACH WING WERE FOUND IMBEDDED IN THE GROUND. THEIR POSITION CORRESPONDED ROUGHLY TO WHERE THEY WOULD HAVE BEEN LOCATED HAD THE ACFT FALLEN TO THE GROUND VERTICALLY & IN A RELATIVELY FLAT ATTITUDE. SEVERAL PLTS OPERATING IN THE VICINITY OF THE ACCIDENT SITE & BLUE LAKE PASS WITHIN SEVERAL HOURS AFTER THE ACCIDENT REPORTED TURBULENCE & STRONG NORTHWESTERLY WINDS. THERE WERE ALSO SEVERAL REPORTS OF CLOUD SPILLOVER TO THE LEE SIDE OF THE CUT INDICITIVE OF DOWNDRAFTS.

Brief of Accident (Continued)

File No. - 1874

7/24/82

11NM EAST OF SITKA, AK

A/C Reg. No. N96820

Time (Lc1) - 1600 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - TURBULENCE
 5. WEATHER CONDITION - DOWNDRAFT
 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 8. FLIGHT CONTROLS - IMPROPER USE OF - 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) 6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1869

7/29/82

MCGRATH, AK

A/C Reg. No. N1453Q

Time (Lcl) - 0015 ADT

-----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 185F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 3500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
MCGRATH, AK
Destination
BEAR CREEK, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Approach Flown - VISUAL STRAIGHT-IN

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2100	Last 24 Hrs - 4
Make/Model- 120	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 130
Multi-Eng - 65	Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED MCGRATH, AK AT 2200 ADT ON A FLIGHT TO BEAR CREEK, AK. HE REPORTED THAT THE WEATHER BECAME RAINY AND HAZY, AND HE COULD NOT LAND AT BEAR CREEK DUE TO THE DETERIORATING WEATHER. HE STARTED TO DIVERT BACK TO MCGRATH, BUT LOW CLOUDS PREVENTED FURTHER VFR IN THAT DIRECTION. THEREFORE, HE CIRCLED OVER AN AREA THAT WAS CLEAR, HOPING FOR AN IMPROVEMENT IN THE WEATHER. DUE TO THE WEATHER AND APPROACHING DARKNESS, HE ELECTED TO MAKE A PRECAUTIONARY LANDING. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING A LANDING IN A MEADOW AT LATE DUSK.

Brief of Accident (Continued)

File No. - 1869

7/29/82

MCGRATH, AK

A/C Reg. No. N14530

Time (Lc1) - 0015 ADT

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

Finding(s)

1. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 2. WEATHER CONDITION - DITCH
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - HAZE
 5. FLIGHT TO ALTERNATE DESTINATION - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

6. LIGHT CONDITION - DUSK
 7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1924 7/29/82 KETCHIKAN INTL.,AK A/C Reg. No. N2708P Time (Lcl) - 2254 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

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

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

Make/Model - LAKE LA-4-200
Landing Gear - AMPHIBIAN
Max Gross Wt - 2690
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 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 - IMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Cloud Conditions(1st) - 700 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR INDEFINITE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 11
Runway Lth/Wid - 7497/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 131	Last 24 Hrs	- 0
Make/Model-	96	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	80

Instrument Rating(s) - NONE

-----Narrative-----

DEPARTING UNDER A SPECIAL VFR CLEARANCE, THE ACFT ENTERED IMC WITHIN A PERIOD OF APPROXIMATELY 15 SECS AFTER TAKEOFF. THE ACFT STRUCK TREES & THE GROUND APPROXIMATELY 2 MI SOUTH OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 1924

7/29/82

KETCHIKAN INTL., AK

A/C Reg. No. N2708P

Time (Lcl) - 2254 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1978 7/30/82 MANLEY HOT SPRINGS, AK A/C Reg. No. N9749B Time (Lcl) - 2100 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 180A	Eng Make/Model - CONTINENTAL D-470	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 2.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 1500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - WATER - CALM
Obstructions to Vision- HAZE		
Precipitation - RAIN		
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	Current - YES	Total - 15640
SE LAND, ME LAND, SE SEA	Months Since - 6	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 303
		Instrument- 2690
		Multi-Eng - 12065
		Last 30 Days- UNK/NR
		Last 90 Days- 203

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE WEATHER AT THE DEPARTURE POINT WAS 1500 FT BROKEN, VISIBILITY 20 MILES WIND FROM THE SOUTHWEST AT 5 TO 10 KTS. AFTER TAKING OFF IN A FLOAT PLANE, HE ELECTED TO FOLLOW A SLOUGH. AFTER TURNING A CORNER ABOUT 1 1/2 MILES FROM THE DEPARTURE POINT, HE FLEW INTO HEAVY RAIN SHOWERS. SINCE THERE WAS HILLY TERRAIN ADJACENT TO THE SLOUGH, HE ELECTED TO CONTINUE FOLLOWING IT RATHER THAN CLIMBING. HE STATED THAT HE INTENDED TO FLY LOW UNTIL HE HAD FLOWN THROUGH THE RAIN SHOWER. HOWEVER, HE THEN CAME TO A SHARP TURN IN THE SLOUGH AND ELECTED TO LAND. THE LANDING WAS NORMAL EXCEPT THAT THE AIRCRAFT WAS ABOUT 10 KTS FAST DURING TOUCHDOWN. THE PILOT WAS UNABLE TO SLOW THE AIRCRAFT ENOUGH TO PREVENT CONTACTING THE SHORELINE BANK.

Brief of Accident (Continued)

File No. - 1978

7/30/82

MANLEY HOT SPRINGS, AK

A/C Reg. No. N9749B

Time (Lcl) - 2100 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. FLUID, FUEL - STARVATION
6. FUEL SUPPLY - IMPROPER USE OF - 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)

7. TERRAIN CONDITION - DIRT BANK
8. 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) 4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1929 8/16/82 EAGLE RIVER, AK A/C Reg. No. N2409P Time (Lcl) - 2000 ADT

-----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 - MANEUVERING

Fire Crew
NONE 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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
MERRILL FIELD, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1204
Make/Model- 5
Instrument- 93
Multi-Eng - 167
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLIGHT, THE PILOT ELECTED TO FLY INTO THE MOUTH OF PETER'S CREEK VALLEY TO LOOK AT A FRIEND'S CABIN. HE STATED THAT AFTER HE FLEW OVER THE CABIN AT ABOUT 1500 FT MSL, HE "INITIATED POWER AND A 180 DEG TURN." HE STATED THAT ON APPLICATION OF FULL POWER, THE ENGINE DID NOT RESPOND IN ANY WAY. ANTICIPATING A CARBURETOR ICE PROBLEM, HE APPLIED CARBURETOR HEAT. HE STATED THERE WAS NO CHANGE IN POWER AFTER THIS STEP, SO HE ELECTED TO EXCHANGE ALTITUDE FOR AIRSPEED TO AGAIN INITIATE A 180 DEG TURN OUT OF THE VALLEY. ALSO, HE STATED POWER WAS CONSISTENTLY DECREASING ALONG WITH A SAFE AREA TO MAKE A TURN. SUBSEQUENTLY, HE ELECTED TO LAND IN THE BEST AREA AVAILABLE WHICH WAS A FAIRLY FLAT KNOLL ON THE SIDE OF THE VALLEY. DURING TOUCHDOWN, THE PLANE IMPACTED IN A NOSE HIGH ATTITUDE AT AN ELEVATION OF ABOUT 2000 FT. NO PREIMPACT MALFUNCTION OR FAILURE WAS IDENTIFIED. THE TEMP & DEW POINT WERE 45 & 35 DEG. ICING PROBABILITY CHARTS INDICATED SERIOUS CARB ICING COULD OCCUR AT OR BELOW CRUISE POWER.

Brief of Accident (Continued)

File No. - 1929

8/16/82

EAGLE RIVER, AK

A/C Reg. No. N2409P

Time (Lcl) - 2000 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. FUEL SYSTEM, CARBURETOR - ICE

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

Finding(s)

7. PROPER CLIMB RATE - NOT POSSIBLE -

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1868

8/23/82

DILLINGHAM,AK

A/C Reg. No. N5936V

Time (Lcl) - 2215 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED
Fire
ON GROUND

Crew
Pass

Fatal
1
2

Serious
0
0

Minor
0
0

None
0
0

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

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

Eng Make/Model - CONTINENTAL TS10-360
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 130/011 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
ANCHORAGE,AK
Destination
DILLINGHAM,AK

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
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 - 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 - 1115
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT COLLIDED WITH MOUNTAINOUS TERRAIN AT THE 1400 FOOT LEVEL. HE PROPOSED FLIGHT ON V-452 WHICH DOES NOT EXIST IN THAT AREA. V-462 WOULD HAVE BEEN APPROPRIATE BUT HIS POSITION DID NOT COINCIDE WITH THAT ROUTE. HE WAS ON A VFR FLIGHT PLAN. TWILIGHT ENDED ABOUT 40 MINUTES BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1868

8/23/82

DILLINGHAM, AK

A/C Reg. No. N5936V

Time (Lc1) - 2215 ADT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. 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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1889 8/25/82 NEAR DILLINGHAM, AK A/C Reg. No. N7989C Time (Lcl) - 1800 ADT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF						6

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- 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	DILLINGHAM, AK		THE QUEENS	
Wind Dir/Speed	- CALM			Runway Ident	- 05
Visibility	- 30.0 SM	ATC/Airspace		Runway Lth/Wid	- 1380/ 100
Cloud Conditions(1st)	- NONE	Type of Flight Plan	- VFR	Runway Surface	- DIRT
Cloud Conditions(2nd)	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Approach Flown	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2003	Last 24 Hrs - 6
SE LAND, SE SEA	Months Since - 5	Make/Model - 152	Last 30 Days - UNK/NR
	Aircraft Type - F-19	Instrument - 77	Last 90 Days - 383
		Multi-Eng - 2	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT BEGAN TAKING OFF DOWN SLOPE IN CALM WIND CONDITIONS WITH SIX PASSENGERS ON BOARD. REPORTEDLY, THE 1380 FT RUNWAY WAS MOSTLY DRY, BUT WAS MUDDY IN PLACES, EXCEPT THE LAST 100 FT CONTAINED STANDING WATER. THE AIRCRAFT HAD BARELY LIFTED OFF PRIOR TO CROSSING THE DEPARTURE END OF THE RUNWAY. ABOUT 75 FT FROM THE END, IT STRUCK A BUSH, THEN APPROXIMATELY 50 FT BEYOND THE BUSH, THE MAIN WHEELS TOUCHED DOWN ON THE TUNDRA. THE WHEELS THEN DUG IN AND THE AIRCRAFT SLID TO A STOP, COLLAPSING THE NOSE AND RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 1889

8/25/82

NEAR DILLINGHAM, AK

A/C Reg. No. N7989C

Time (Lc1) - 1800 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1959 9/04/82 NR. MCGRATH,AK A/C Reg. No. N51470 Time (Lcl) - 1030 ADT

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

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

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

Make/Model - MAULE M-5	Eng Make/Model - CONTINENTAL IO-360-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
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	MCGRATH,AK	UNIMPROVED STRIP
Wind Dir/Speed- 060/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 450/ 45
Cloud Conditions(1st) - 6000 FT BROKEN	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1641
SE LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - M-5	Make/Model- 1641
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 187

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BEGAN A TAKEOFF FROM AN UNIMPROVED STRIP WITH TWO PASSENGERS ON BOARD. THE WINDS WERE BLOWING FROM THE NORTHEAST AT 20 GUSTING 35 KNOTS. THE PILOT REPORTED THAT AFTER THE PLANE HAD ROLLED ABOUT 300 FT, THE AIRSPEED INDICATED OVER 40 KTS. AFTER ROLLING ABOUT 380 FT, THE PILOT TOOK OFF. HE STATED THAT THE AIRCRAFT FLEW MOMENTARILY, THEN DROPPED SUDDENLY AND BOUNCED OFF THE END OF THE STRIP. THE AIRCRAFT CLIMBED SLOWLY INTO RISING TERRAIN CLIPPING THE TOP OF BRUSH. ABOUT 500 FT BEYOND THE STRIP, THE PILOT REALIZED HE WOULD NOT CLEAR LARGER TREES, SO HE LOWERED THE NOSE AND FLEW INTO THE SMALL TREES. REPORTEDLY, THE TAKEOFF AREA WAS SUBJECT TO DOWNDRAFTS WHEN THE WIND WAS BLOWING FROM THE EAST. THE ELEVATION OF THE STRIP WAS ABOUT 1800 FT.

Brief of Accident (Continued)

File No. - 1959

9/04/82

NR. MCGRATH, AK

A/C Reg. No. N51470

Time (Lcl) - 1030 ADT

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 WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - DOWNDRAFT
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1960 9/23/82 NEAR PORT ALSWORTH, AK A/C Reg. No. N5907Y Time (Lc1) - 1300 ADT

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

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORT ALSWORTH, AK
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 450/ 40
Runway Surface - UNK/NR
Runway Status - DRY
HIGH VEGETATION

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

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 285
Last 24 Hrs - UNK/NR
Make/Model- 285
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE WAS LANDING ON THE TUNDRA AS HE HAD DONE BEFORE. AFTER ROLLING ABOUT 3/4 OF THE WAY DOWN THE STRIP, THE MAIN WHEELS HIT A DIP AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1960

9/23/82

NEAR PORT ALSWORTH, AK

A/C Reg. No. N5907Y

Time (Lc1) - 1300 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - SOFT
 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. - 1961 9/23/82 NEAR BARROW, AK A/C Reg. No. N21753 Time (Lc1) - 1400 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Cloud Conditions(1st) - 3000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BARROW, AK

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - 1500 -UNK/NR

Runway Surface - SNOW

Runway Status - SNOW - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 30000

Make/Model- 2500

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) - UNK/NR

-----Narrative-----

THE PILOT FLEW TO A FISHING CAMP NEAR BARROW, AK. DURING THE LANDING ROLL, THE AIRCRAFT STRUCK A WET SNOW DRIFT (ABOUT 2 FT. DEEP) AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1961

9/23/82

NEAR BARROW, AK

A/C Reg. No. N21753

Time (Lc1) - 1400 ADT

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

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SNOW COVERED
3. TERRAIN CONDITION - SNOWBANK

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

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. - 1892 8/14/82 GRAND BAY, AL A/C Reg. No. N42GC Time (Lcl) - 1900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 10.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HATCHETT FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 9500	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - 1500	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PILOT WAS PREPARING TO FLY THE AIRCRAFT, BUT THE BATTERY WAS DEAD, SO HE HAD PROPPED THE ENGINE TO START IT. ACCORDING TO THE PILOT'S FATHER, THE AIRCRAFT WAS LEFT UNATTENDED WITH THE ENGINE OPERATING AT IDLE SPEED. THE PILOT REPORTED THAT HE WAS RUNNING THE ENGINE TO CHECK FOR OIL LEAKS WHEN A BYSTANDER REACHED IN THE COCKPIT AND ADVANCED THE THROTTLE ENOUGH TO MOVE THE AIRCRAFT. THE AIRCRAFT THEN HIT A FENCE AND A DITCH AND NOSED OVER. REPORTEDLY, THE BYSTANDER DISAPPEARED FROM THE SCENE. ON THE SAME DAY OF THE ACCIDENT, A PERSON WAS ADMITTED TO A NEARBY HOSPITAL WITH MINOR INJURIES. THE PATIENT REPORTED THAT HIS LOWER RIGHT LEG WAS RUN OVER BY AN AIRCRAFT WHEEL AND HE RECEIVED ABRASIONS TO THE LEFT ARM FROM A PROPELLER STRIKE.

Brief of Accident (Continued)

File No. - 1892

8/14/82

GRAND BAY, AL

A/C Reg. No. N42GC

Time (Lcl) - 1900 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
1. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - PERFORMED - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - OTHER PERSON
3. OBJECT - FENCE

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

Finding(s)
4. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation TAXI

-----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. - 1999 9/01/82 HILLSBORO,AL A/C Reg. No. N9759V Time (Lcl) - 1425 CDT

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

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

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

Make/Model - CESSNA A188	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 - 3300	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	COURTLAND,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 315/030 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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10108
SE LAND	Months Since - 22	Last 24 Hrs - 14
	Aircraft Type - UNK/NR	Make/Model- 800
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 380

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE MAKING A SWATH RUN TO THE WEST OVER UNEVEN TERRAIN, HIS RIGHT WING CONTACTED THE COTTON CROP THAT HE WAS SPRAYING. THE AIRCRAFT CRASHED AND BEGAN TO BURN AFTER COMING TO REST INVERTED. THE PILOT ESCAPED WITH MINOR INJURIES BEFORE THE FLAMES SPREAD. HE REPORTED THAT THE WIND WAS FROM THE NORTHWEST WITH GUSTS TO 30 KTS.

Brief of Accident (Continued)

File No. - 1999

9/01/82

HILLSBORO, AL

A/C Reg. No. N9759V

Time (Lc1) - 1425 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. TERRAIN CONDITION - HIGH VEGETATION
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1955 9/13/82 RED LEVEL,AL A/C Reg. No. N9728P Time (Lcl) - 1745 CDT

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

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

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

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-540-B205	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAROLINA,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/005 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 - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4700
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 160
		Instrument- 900
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Multi-Eng - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING TO THE AIRPORT AFTER SPRAYING CROPS, THE PILOT NOTED A CHANGE IN THE ENGINE SOUND AND NOTICED A LOSS OF OIL PRESSURE. ANTICIPATING AN IMMINENT ENGINE FAILURE, THE PILOT LANDED ON A PORTION OF AN OLD HIGHWAY THAT WAS CLEAR OF MOTOR VEHICLES. AFTER ROLLING ABOUT 75 TO 100 YARDS ON A STEEP GRADE, THE RIGHT WING TIP HIT SMALL GUM TREES. ON THE OPPOSITE BANK OF THE ROAD WERE A DENSE CLUMP OF PLUM TREES THAT WERE SOMEWHAT SMALLER. THE PILOT REPORTED THAT THE AIRCRAFT WAS PRECISELY ON THE CENTERLINE OF THE ROAD AT ABOUT 50 MPH WHEN IT STRUCK THE TREES. THE AIRCRAFT THEN SWERVED TO THE RIGHT AND HIT A DITCH. AN EXAMINATION REVEALED THAT A FLEXIBLE OIL LINE (SR2800-8-0390-64228-6 TSO C53A TYPE C SEPT 74 PT) RUPTURED AND ALLOWED A LOSS OF ENGINE OIL AND PRESSURE.

Brief of Accident (Continued)

File No. - 1955

9/13/82

RED LEVEL,AL

A/C Reg. No. N9728P

Time (Lc1) - 1745 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE

1. LUBRICATING SYSTEM,OIL LINE - BURST

2. FLUID,OIL - EXHAUSTION

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 - TREE(S)

Occurrence #4 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Occurrence #5 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1802 6/23/82 HOLLYGROVE,AR A/C Reg. No. N7296V Time (Lcl) - 1830 CDT

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

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

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

Make/Model - CALLAIR A-9	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 250 HP	

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

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

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 358
SE LAND	Months Since - UNK/NR	Make/Model- 77
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 145

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED THE HOLLYGROVE FLYING SERVICE AIRPORT, MADE AN IMMEDIATE LEFT TURN, AND SANK INTO THE TREES EAST OF THE AIRPORT. HE MANAGED TO DUMP THE FULL LOAD OF CHEMICALS BEFORE IMPACT WITH THE TREES. THE AIRCRAFT GAVE NO INDICATION OF ANY MECHANICAL ABNORMALTIES. TEMPERATURE REPORTED AS 85 DEGREES.

Brief of Accident (Continued)

File No. - 1802

6/23/82

HOLLYGROVE, AR

A/C Reg. No. N7296V

Time (Lc1) - 1830 CDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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. - 1947 7/12/82 BEEDEVILLE, AR A/C Reg. No. N6678K Time (Lcl) - 1315 CDT

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

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

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

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P & W R-1340-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

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

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

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 19	Make/Model
	Aircraft Type	- UNK/NR	Instrument
			Multi-Eng
			11
			11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT PROCEEDED TO THE JOB SITE WITH A LOAD OF UREA. HE CIRCLED FOR ABOUT 15 MINUTES WAITING FOR THE FLAGMEN TO ARRIVE, THEN ELECTED TO RETURN TO THE AIRPORT. AS HE LEVELED THE PLANE, HE EXPERIENCED A GRADUAL LOSS OF POWER AND WAS UNABLE TO MAINTAIN ALTITUDE. WHILE MAKING A FORCED LANDING, HE TRUNED TO AVOID A TREE. DURING THE TURN, THE AIRCRAFT STALLED AND IMPACTED THE GROUND. THE OPERATOR BELIEVED THAT THE ENGINE LOST POWER AFTER HAVING A BLOWER FAILURE. HOWEVER, THIS WAS NOT VERIFIED BY AN ENGINE TEARDOWN.

Brief of Accident (Continued)

File No. - 1947

7/12/82

BEEDEVILLE, AR

A/C Reg. No. N6678K

Time (Lc1) - 1315 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
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) 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. - 1896

7/23/82

POYEN, AR

A/C Reg. No. N5637F

Time (Lcl) - 1930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - ALON A2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-16F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- VARIABLE/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 4500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
DALLAS, TX
Destination
MALVERNE, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY
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 - 46
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	-	130	Last 24 Hrs -	4
Make/Model-	120	Last 30 Days-	UNK/NR	
Instrument-	2	Last 90 Days-	90	

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PILOT APPROACHED HIS DESTINATION, MALVERNE, AR, HE DESCENDED INTO HAZY CONDITIONS UNDER A CLOUD LAYER. AS HE CONTINUED, HE MISTOOK POYEN, AR FOR MALVERNE. HE WAS UNABLE TO FIND THE AIRPORT AND ELECTED TO MAKE A PRECAUTIONARY LANDING BEFORE DARK. HE STATED THAT HE DID NOT WANT TO RUN OUT OF FUEL AND THEN HAVE TO MAKE AN EMERGENCY LANDING AT NIGHT. WHILE LANDING ON A DIRT ROAD IN A PASTURE, THE NOSE GEAR COLLAPSED WHEN THE AIRCRAFT HIT A TREE STUMP.

Brief of Accident (Continued)

File No. - 1896

7/23/82

POYEN,AR

A/C Reg. No. N5637F

Time (Lcl) - 1930 CDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HAZE
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. LIGHT CONDITION - DUSK
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1811 8/09/82 ALTHEIMER,AR A/C Reg. No. N2881J Time (Lcl) - 1200 CDT

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

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

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

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WABBASEKA,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALTHEIMER,AR	
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Approach Flown - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12852
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE ENCOUNTERED TURBULENCE WHILE FLYING UNDER A POWER LINE DURING A CROP SPRAYING OPERATION. THE LEFT WING PITCHED-UP AND STRUCK THE POWER LINE AND THE AIRCRAFT WENT INTO AN UNCONTROLABLE LEFT BANK. HE REDUCED POWER AND LANDED IN A BEAN FIELD, STRIKING THE GROUND IN A LEFT WING NOSE-FIRST ATTITUDE.

Brief of Accident (Continued)

File No. - 1811

8/09/82

ALTHEIMER,AR

A/C Reg. No. N2881J

Time (Lc1) - 1200 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. STALL - UNCONTROLLED - PILOT IN COMMAND
 3. OBJECT - WIRE,TRANSMISSION(MARKED)
-

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

Finding(s)

4. TERRAIN CONDITION - GROUND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1812

8/10/82

ANTOINE, AR

A/C Reg. No. N75548

Time (Lcl) - 1500 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 -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

Pass

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

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE-UNK/NR

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 09

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 170

Make/Model- 10

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF RUN FROM A PRIVATE AIRSTRIP HE ALLOWED THE AIRCRAFT TO VEER TO THE LEFT AND STRUCK A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 1812

8/10/82

ANTOINE, AR

A/C Reg. No. N75548

Time (Lcl) - 1500 CDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1820 8/17/82 LEACHVILLE, AR A/C Reg. No. N2321V Time (Lcl) - 1545 CDT

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

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

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

Make/Model	- SNOW AT-301A	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	MANILA, AR	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 090/005 KTS	ATC/Airspace	
Visibility	- 5.0 SM	Type of Flight Plan	- NONE
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- NONE
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI, ATP	Current	- YES	Total - 11000
SE LAND, ME LAND	Months Since	- 22	Make/Model - 600
HELICOPTER	Aircraft Type	- UNK/NR	Instrument - 750
			Multi-Eng - 5000
			Last 24 Hrs - 1
			Last 30 Days - UNK/NR
			Last 90 Days - 140
			Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE HE WAS IN THE PROCEDURE TURNAROUND FOR THE THIRD SWATH RUN. HE LOST ELEVATOR CONTROL. THE AIRCRAFT IMPACTED THE GROUND AND CARTWHEELED. INVESTIGATION REVEALED THAT THE BOLT CONNECTING THE ELEVATOR HORN ASSEMBLY AND THE ELEVATOR ACTUATOR TUBE HAD FALLEN OUT. EXAMINATION OF THE BOLT INDICATED THAT THE NUT HAD BACKED OFF THE THREADS. THE ASSEMBLY CALLS FOR A SELF-LOCKING NUT. THERE HAD BEEN NO RECENT MAINTENANCE PERFORMED IN THIS AREA.

Brief of Accident (Continued)

File No. - 1820

8/17/82

LEACHVILLE, AR

A/C Reg. No. N2321V

Time (Lcl) - 1545 CDT

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

Finding(s)
1. FLT CONTROL SYST, ELEVATOR CONTROL - DISCONNECTED
2. MAINTENANCE - IMPROPER -

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1821 8/17/82 MARIANNA, AR A/C Reg. No. N5364 Time (Lcl) - 1530 CDT

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

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

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

Make/Model - GRUMMAN G164A	Eng Make/Model - P & W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6078	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GERRARD
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9390
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 300
		Instrument- 0
		Multi-Eng - 40
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER LIFT OFF THE ENGINE BACKFIRED AND LOST POWER. HE REPORTED THAT THE ENGINE DID NOT COMPLETELY QUIT AND THERE WAS NO VISIBLE SMOKE, FLAME OR OIL COMING FROM THE ENGINE. DUE TO HIS LOW ALTITUDE AND HEAVY LOAD THE PILOT ELECTED TO LAND STRAIGHT AHEAD. THE AIRCRAFT STRUCK A DITCH AND NOSED OVER. THE REASON FOR THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1821

8/17/82

MARIANNA, AR

A/C Reg. No. N5364

Time (Lc1) - 1530 CDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1819 8/22/82 JONESBORO, AR A/C Reg. No. N761BK Time (Lc1) - 0805 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 152A
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- 040/003 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PARKER
Runway Ident - 04
Runway Lth/Wid - 1800/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

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

Pilot-In-Command

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

Age - 44

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1365
Make/Model-	23
Instrument-	78
Multi-Eng -	22
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE PURPOSE OF THE FLIGHT WAS TO PRACTICE AN AEROBATIC ROUTINE WHICH REQUIRED SECURING THE ENGINE AT 5000 FEET, EXECUTING VARIOUS MANEUVERS AND THEN EXECUTE A "DEAD STICK" LANDING. HE REPORTED THE ROUTINE WAS NORMAL UNTIL HE WAS "TOO HIGH AND FAST" ON SHORT FINAL. REALIZING HE WAS GOING TO OVERRUN THE RUNWAY HE JUMPED THE AIRCRAFT OVER A LEVY AND LANDED IN A RICE FIELD.

Brief of Accident (Continued)

File No. - 1819

8/22/82

JONESBORO, AR

A/C Reg. No. N761BK

Time (Lc1) - 0805 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. STARTING PROCEDURE - DELAYED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1919 7/04/82 DEER VALLEY, AZ A/C Reg. No. N3317F Time (Lcl) - 0650 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
GRAND CANYON, AZ

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)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate- VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 437	Last 24 Hrs	- 0
Make/Model-	77	Last 30 Days-	UNK/NR
Instrument-	25	Last 90 Days-	77

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING THROUGH ABOUT 6500 FT, A LOUD BANG WAS HEARD AND THE PILOT SAW THE ENGINE COWLING BUCKLE. ABOUT 10 SECONDS LATER, THE ENGINE CEASED TO OPERATE. THE PILOT DECLARED AN EMERGENCY AND LANDED ON AN UNCONTROLLED AIRPORT. AFTER LANDING, AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE PROPELLER HAD SEPARATED AND THERE WAS SUBSTANTIAL DAMAGE FROM OBVIOUS ENGINE VIBRATION. THE PROPELLER ASSEMBLY WAS FOUND ON A HIGHWAY WITH ONE BLADE MISSING. A METALLURGICAL EXAMINATION REVEALED THAT THE BLADE HAD SEPARATED AFTER THE PROPELLER HUB, MCCAULEY PN TCP3EA-PC3, HAD FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 1919

7/04/82

DEER VALLEY, AZ

A/C Reg. No. N3317F

Time (Lc1) - 0650 MST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
3. ENGINE ASSEMBLY - VIBRATION
4. ENGINE ASSEMBLY - OVERLOAD
5. FUSELAGE, BULKHEAD - OVERLOAD

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. - 1911

8/10/82

PAYSON,AZ

A/C Reg. No. N235J

Time (Lcl) - 0933 MST

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

Fire
NONE

Crew
Pass

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

Make/Model - BEECH E55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

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

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

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

Weather Data

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

Itinerary

Last Departure Point
DALLAS,TX
Destination
PAYSON,AZ

Airport Proximity
ON AIRPORT

Airport Data

PAYSON
Runway Ident - 24
Runway Lth/Wid - 4900/ 60
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)
UNK/NR

Age - 50

Biennial Flight Review

Current - UNK/NR
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT CRASHED ON THE RUNWAY AFTER THE PILOT COMPLETED A FLIGHT OF ABOUT FOUR HOURS. HE REPORTED THAT BOTH ENGINES LOST POWER IN THE TRAFFIC PATTERN. AN INVESTIGATION REVEALED THERE WAS NO FUEL REMAINING. THE AIRCRAFT HAD A TOTAL USABLE FUEL SUPPLY OF 136 GALLONS. THE RATE OF FUEL CONSUMPTION FOR THIS FLIGHT WAS ESTIMATED TO BE ABOUT 34 GALLONS PER HOUR. THE PILOT WAS TAKEN TO A HOSPITAL AND TREATED FOR MINOR INJURIES, BUT PRODUCED NO IDENTIFICATION AND PAID HIS BILL IN CASH. NO FAA PILOT OR MEDICAL CERTIFICATE WAS ISSUED TO ANYONE WITH THE NAME THAT HE PROVIDED. THE ADDRESS THAT HE CLAIMED WAS NONEXISTENT. THE AIRCRAFT WAS REPORTED AS STOLEN, 21 DAYS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1911

8/10/82

PAYSON, AZ

A/C Reg. No. N235J

Time (Lcl) - 0933 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1846

8/23/82

MCNEAL,AZ

A/C Reg. No. N9101E

Time (Lcl) - 1015 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	2

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

Fire
NONE

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

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A5D
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- 170/006 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GLENDALE,AZ
Destination
MCNEAL,AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 35
Runway Lth/Wid - 1000/ 500
Runway Surface - GRASS/TURF
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 - 26

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2568	Last 24 Hrs - 0
Make/Model- UNK/NR	Last 30 Days- 61
Instrument- 73	Last 90 Days- 166
Multi-Eng - 179	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PILOT CAME IN LOW WITH 6 KNOT TAILWIND, GAVE A THROTTLE BURST CLEAR A FENCE, THEN LANDED 3/4 WAY DOWN A 1,000 FOOT STRIP AND GROUND LOOPED TO AVOID A FENCE. THE SWERVE COLLAPSED THE LEFT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 1846

8/23/82

MCNEAL,AZ

A/C Reg. No. N9101E

Time (Lc1) - 1015 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. 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. - 1921 2/09/82 CARLSBAD, CA A/C Reg. No. N69DH Time (Lcl) - 0933 PST

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

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

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

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CARLSBAD, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SANTA MONICA, CA	CARLSBAD AIRPORT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 24
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 150
Cloud Conditions(1st) - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1294
SE LAND, ME LAND	Months Since - 9	Make/Model- 725
	Aircraft Type - UNK/NR	Instrument- 117
		Multi-Eng - 784
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL, THE PILOT NOTICED THAT THE PASSENGER DOOR WAS NOT CLOSED. HE TRIED UNSUCCESSFULLY TO CLOSE THE DOOR, THEN ELECTED TO ABORT THE TAKEOFF. THE PILOT WAS UNABLE TO STOP ON THE REMAINING RUNWAY. THE AIRCRAFT CONTINUED OFF THE END AND WENT DOWN AN EMBANKMENT. THE LEFT GEAR COLLAPSED AND THE LEFT WING AND PROPELLER WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1921

2/09/82

CARLSBAD, CA

A/C Reg. No. N69DH

Time (Lcl) - 0933 PST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. DOOR, PASSENGER - UNLOCKED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1879 7/21/82 SACRAMENTO, CA A/C Reg. No. N22912 Time (Lcl) - 1219 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - TEST	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 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SACRAMENTO EXEC.
Wind Dir/Speed- 180/006 KTS	ATC/Airspace\	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5503/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10478
SE LAND, ME LAND	Months Since - 2	Make/Model- 945
	Aircraft Type - UNK/NR	Instrument- 2800
		Multi-Eng - 9277
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 76
		Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO "SHAKEDOWN" THE AIRCRAFT AND TO BREAK IN A NEWLY OVERHAULED ENGINE. A THOROUGH PREFLIGHT WAS MADE AND SOME WATER WAS DRAINED FROM THE FUEL TANKS. (THE AIRCRAFT HAD NOT BEEN FLOWN FOR SOME PERIOD OF TIME.) WHILE CLIMBING AFTER TAKEOFF, THE CYLINDER HEAD TEMPERATURE (CHT) WAS NOTED AT 550 DEG FAHRENHEIT AND CLIMBING SLOWLY. THE PILOT LEVELED AT 700 FT AND THROTTLED BACK, AND THE CHT STABILIZED AT ABOUT 555 DEG. ABOUT 1 MINUTE LATER, THE ENGINE BEGAN RUNNING ROUGH, AND SUBSEQUENTLY, THERE WAS A CONSIDERABLE POWER LOSS. THE PILOT SELECTED A FIELD FOR A FORCED LANDING. BUT ON FINAL APPROACH, HE NOTICED THAT IT WAS FRESHLY PLOWED AND ROUGH. AN S-TURN WAS MADE TO LAND ON A GRAVEL ROAD. THE AIRCRAFT WAS STILL IN A BANK DURING TOUCHDOWN. WHILE ON THE LANDING ROLL, THE PILOT WAS UNABLE TO KEEP THE AIRCRAFT ON THE ROAD WITH A 6-8 KT CROSSWIND FROM THE RIGHT. THE PLANE COLLIDED WITH A FENCE. AN INVESTIGATION REVEALED THAT THE NO 1 EXHAUST VALVE ROCKER ARM, PN 639615, HAD FAILED.

Brief of Accident (Continued)

File No. - 1879

7/21/82

SACRAMENTO,CA

A/C Reg. No. N22912

Time (Lc1) - 1219 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,OTHER - FAILURE,TOTAL
2. OVERHAUL - INADEQUATE -

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

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
4. WEATHER CONDITION - CROSSWIND
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1878

7/31/82

SAN CARLOS, CA

A/C Reg. No. N209OW

Time (Lcl) - 1130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SAN CARLOS
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - SOFT

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 777
Last 24 Hrs - 4
Make/Model- 57
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING AT THE AIRPORT, THE PILOT TAXIED TO THE TRANSIENT PARKING AREA, PARKED AND GOT A CUP OF COFFEE. HE STATED THAT HE THEN MADE A QUICK PREFLIGHT CHECK, BUT DID NOT VISUALLY INSPECT THE FUEL TANKS. DURING THE TAKEOFF, THE ENGINE BEGAN TO SURGE AT ABOUT 200 FT AGL. THE PILOT STATED THAT HE PUSHED ALL LEVERS FORWARD, CHECKED THE FUEL PUMP WAS ON AND SWITCHED TO THE LEFT TANK, BUT THIS HAD NO EFFECT. HE DECLARED AN EMERGENCY AND REACCOMPLISHED HIS EMERGENCY PROCEDURES, BUT REPORTED THAT THE ENGINE CONTINUED TO SURGE. AN EMERGENCY LANDING WAS MADE ON A ROUGH/ERODED SHORELINE. DURING THE LANDING, THE GEAR COLLAPSED AND THE WINGS AND FUSELAGE WERE DAMAGED. ABOUT 20 GAL OF FUEL WERE REMAINING IN THE LEFT FUEL TANK, BUT ONLY ABOUT 1/2 GAL WAS FOUND IN THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 1878

7/31/82

SAN CARLOS, CA

A/C Reg. No. N2090W

Time (Lc1) - 1130 PDT

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

Finding(s)

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

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

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1920 8/03/82 GRASS VALLEY, CA A/C Reg. No. N4991F Time (Lcl) - 1410 PDT

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

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

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

Make/Model - CESSNA U206B	Eng Make/Model - CONTINENTAL IO-520A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	MAMMOTH LAKES, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GRASS VALLEY, CA	NEVADA COUNTY AIRPARK
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3920/ 50
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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 244
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 56
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED THE TRAFFIC PATTERN TO LAND ON RUNWAY 25 WITH A REPORTED WIND FROM THE SOUTHWEST AT 10 KTS. ON HIS FIRST APPROACH, THE PILOT EXPERIENCED A ROUGH RIDE WITH FLUCTUATING AIRSPEED AND RATE OF DESCENT. HE WAS OVERSHOOTING SO HE MADE A GO-AROUND. AFTER A SECOND APPROACH, THE AIRCRAFT TOUCHED DOWN AND STARTED A ROLL-OUT. THE PILOT REPORTED THAT THE PLANE THEN BECAME AIRBORNE AGAIN, AS IF IT HAD ENCOUNTERED A GUST OR WIND SHEAR. SUBSEQUENTLY, THE AIRCRAFT LANDED HARD, SHEARING OFF THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1920

8/03/82

GRASS VALLEY, CA

A/C Reg. No. N4991F

Time (Lcl) - 1410 PDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1912 8/14/82 LAKE TAHOE, CA A/C Reg. No. N1104L Time (Lcl) - 1348 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -SIGHTSEEING(NOT PART 135)	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	4
Accident Occurred During -TAXI					

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

Make/Model - LAKE LA-4	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2690	Engine Type - RECIP - FUEL INJECTED	Weather Radar - 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 SAME AS ACC/INC	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Surface - WATER
Visibility - 30.0 SM	Type Approach Flown - NONE	Runway Status - WATER - CALM
Cloud Conditions(1st) - NONE		
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 252
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 88
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS TO HAVE BEEN THE FOURTH SIGHT-SEEING FLIGHT OF THE DAY. AS THE AMPHIBIAN WAS TAXIED FOR TAKEOFF, THE PILOT NOTICED WATER FLOWING INTO THE AIRCRAFT. THE BILGE PUMP WAS UNABLE TO QUELL THE FLOW. THE PILOT AND PASSENGERS, FOUR CHILDREN, ABANDONED THE AIRCRAFT AND IT SANK A SHORT TIME LATER IN DEEP WATER. THE PLANE WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1912

8/14/82

LAKE TAHOE, CA

A/C Reg. No. N1104L

Time (Lc1) - 1348 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
2. FUSELAGE, CABIN - LEAK

-----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. - 1865 8/24/82 SAN DIEGO, CA A/C Reg. No. N9595F Time (Lcl) - 1700 PDT

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

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

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

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360	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	LOCAL	
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 15000 FT BROKEN	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 16165
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model- 5815
HELICOPTER, GYROPLANE	Aircraft Type - UNK/NR	Instrument- 370
GLIDER		Multi-Eng - 3605
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 250
		Rotorcraft - 7815

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) REPORTED THAT DURING A PRACTICE AUTOROTATION, THE HELICOPTER CONTACTED BRUSH. SUBSEQUENTLY THE AIRCREW LOST CONTROL OF THE HELICOPTER AND IT TURNED AND ROLLED OVER. REPORTEDLY, THE CFI SIMULATED AN ENGINE FAILURE AT ABOUT 150 FT AGL.

Brief of Accident (Continued)

File No. - 1865

8/24/82

SAN DIEGO, CA

A/C Reg. No. N9595F

Time (Lcl) - 1700 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
 2. AUTOROTATION - PERFORMED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1993 5/09/82 WALSH,CO A/C Reg. No. N4050B Time (Lc1) - 1500 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELLANCA 17-31ATC
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540KIE5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/020 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OKLAHOMA CITY,OK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GRIFFIN
Runway Ident - 17
Runway Lth/Wid - 3200/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 75 FT AGL. WHILE MAKING A FORCED LANDING, THE AIRCRAFT STRUCK LARGE PIPES THAT WERE LAYING ON THE GROUND. AN INVESTIGATION REVEALED THE ENGINE WOULD RUN SATISFACTORILY AS LONG AS THE ELECTRIC BOOST PUMP WAS ON. WHEN THE BOOST PUMP WAS TURNED OFF, THE ENGINE WOULD CEASE TO OPERATE. THE ENGINE DRIVEN FUEL PUMP (TITAN, MODEL G6, SN: 575587W) WOULD NOT PROVIDE SUFFICIENT FUEL PRESSURE TO SUSTAIN ENGINE OPERATION. AN EXAMINATION REVEALED THE SEALS AND BEARINGS WERE WORN. NO RECORDS OR HISTORY OF THE PUMP COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1993

5/09/82

WALSH,CO

A/C Reg. No. N4050B

Time (Lcl) - 1500 MDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - WORN
 2. FUEL SYSTEM,PUMP - OUTPUT LOW
-

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

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1964 7/23/82 GLENWOOD SPRINGS, CO A/C Reg. No. N58D Time (Lcl) - 1514 MDT

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

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

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

Make/Model	- STEEN SKYBOLT	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 900	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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 SAME AS ACC/INC</p> <p>Destination RIFLE, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1722</p> <p>Make/Model- 19</p> <p>Instrument- 519</p> <p>Multi-Eng - 206</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED INTO TREES IN MOUNTAINOUS TERRAIN ABOUT 10 MILES SOUTHWEST OF THE GLENWOOD SPRINGS COUNTY AIRPORT. THIS OCCURRED WHILE THE PILOT WAS FLYING LOW OVER THE MOUNTAINOUS AREA AND WAS UNABLE TO OUTCLIMB THE RISING TERRAIN. THE DENSITY ALTITUDE WAS ABOUT 11300 FT.

Brief of Accident (Continued)

File No. - 1964

7/23/82

GLENWOOD SPRINGS, CO

A/C Reg. No. N58D

Time (Lc1) - 1514 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - RISING
8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1930 8/08/82 CRESTED BUTTE, CO A/C Reg. No. N199A Time (Lcl) - 1200 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - EIRIAVION OY PIK-20D
Landing Gear - N/A
Max Gross Wt - 750
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

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

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

Weather Data

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

Basic Weather - UNK/NR

Wind Dir/Speed- VARIABLE-UNK/NR

Visibility - 65.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wld - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

GLIDER

Age - 37

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTENDING AN "AVIATION WEEKEND" SPONSORED BY THE TOWN OF CRESTED BUTTE, CO. HE HAD FLOWN IN THIS AREA OFTEN AND WAS ACQUAINTED WITH THE TERRAIN AND WEATHER. AFTER BEING TOWED TO AN AREA NEAR THE NORTHWEST CORNER OF MT CRESTED BUTTE, A NORMAL RELEASE WAS MADE. IN A RADIO TRANSMISSION TO THE GLIDER, THE TOW PILOT NOTED THAT THERE WAS VERY LITTLE LIFT, BUT MAYBE HE (THE TOW PILOT) HAD FELT SOMETHING ON THE NORTH SIDE OF THE MOUNTAIN AS HE WAS CIRCLING BACK TO LAND AFTER THE RELEASE. THE MESSAGE WAS ACKNOWLEDGED BY THE GLIDER PILOT. WHO THEN TOOK A PICTURE OF THE TOW PLANE. THE GLIDER PILOT THEN PROCEEDED AROUND THE MOUNTAIN WHERE HE CRASHED ON THE NORTH FACE OF MT CRESTED BUTTE. AN INVESTIGATION REVEALED THAT THE GLIDER WAS ON A HEADING OF 070 DEG WHEN IT STRUCK A 60 FT PINE TREE ABOUT 20 FT FROM THE TOP. IT HAD IMPACTED THE TREE WITH IT'S LEFT WING ROOT, SEVERING BOTH THE WING AND THE TREE. THE FUSELAGE CAME TO REST ABOUT 100 AWAY AFTER PARTIALLY UPROOTING A STUMP.

Brief of Accident (Continued)

File No. - 1930

8/08/82

CRESTED BUTTE, CO

A/C Reg. No. N199A

Time (Lc1) - 1200 MDT

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

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. OBJECT - TREE(S)
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1828

8/09/82

AVONDALE, CO

A/C Reg. No. N757ES

Time (Lcl) - 0950 MDT

-----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 - CHECK

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew
Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/005 KTS

Visibility - 60.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

HUERFAND AG AIRSTRIP

Runway Ident - 35

Runway Lth/Wid - 2600/ 30

Runway Surface - DIRT

Runway Status - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

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 - 60

Make/Model- 37

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A PRIVATE PILOT CHECK FLIGHT WITH A DESIGNATED FLIGHT EXAMINER. WHILE DEMONSTRATING BALKED LANDINGS, THE GO-AROUND PROCEDURE WAS IMPROPER. THEREFORE, THE EXAMINER ASKED THE STUDENT TO REPEAT THE PROCEDURE ON THE NEXT APPROACH (A SHORT FIELD LANDING APPROACH). DURING THE APPROACH, THE AIRCRAFT HAD DRIFTED TO THE RIGHT WHEN THE GO-AROUND WAS INITIATED. REPORTEDLY, THE NOSE GEAR CONTACTED A 2 FT BURR ALONG THE EDGE OF THE RUNWAY. THE FLIGHT EXAMINER STATED THAT APPARENTLY THE STUDENT HAD RAISED THE FLAPS FULL UP WHEN HE INITIATED THE GO-AROUND. AT THAT POINT, THE EXAMINER TOOK THE CONTROLS AND ATTEMPTED TO GET THE AIRCRAFT BACK ON THE RUNWAY AND STOPPED, SINCE IT HAD SLOWED DOWN TOO MUCH TO CLEAR A 30 FT POWER LINE AT THE END OF THE RUNWAY. HOWEVER, DURING TOUCHDOWN, THE PLANE NOSED OVER. DURING THE ACCIDENT SEQUENCE, THE NOSE WHEEL WAS *DRIVEN COMPLETELY AFT.

Brief of Accident (Continued)

File No. - 1828

8/09/82

AVONDALE, CO

A/C Reg. No. N757ES

Time (Lc1) - 0950 MDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
2. LOAD JETTISON - INTENTIONAL - DUAL STUDENT
3. RAISING OF FLAPS - IMPROPER - DUAL STUDENT
4. PROPER ALTITUDE - NOT MAINTAINED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

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

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. ABORT - PERFORMED - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1991 8/12/82 CENTER,CO A/C Reg. No. N1KL Time (Lcl) - 0800 MDT

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

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

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

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5000	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	CENTER,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEACH
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 25000 FT SCATTERED	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5300
SE LAND,ME LAND	Months Since - 18	Make/Model- 600
HELICOPTER	Aircraft Type - CESSNA	Instrument- 40
		Multi-Eng - 200
		Last 24 Hrs - 7
		Last 30 Days- 100
		Last 90 Days- 280
		Rotorcraft - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON THE FIRST SWATH RUN OF HIS SECOND LOAD. HE STATED THAT AS HE STARTED TO CROSS BELOW TRANSMISSION LINES, WHEN HE SAW A SMALL BOY AND A DOG APPEAR FROM A DITCH BELOW THE WIRES. HE STATED THAT WHEN HE PULLED UP TO AVOID THE CHILD, THE AIRCRAFT COLLIDED WITH A WIRE, WENT OUT OF CONTROL AND CRASHED.

Brief of Accident (Continued)

File No. - 1991

8/12/82

CENTER,CO

A/C Reg. No. N1KL

Time (Lc1) - 0800 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - OTHER PERSON
 3. PULL-UP - PERFORMED - PILOT IN COMMAND
 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

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. - 1831 8/30/82 GRAND JUNCTION, CO A/C Reg. No. N3899N Time (Lcl) - 1707 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

ELT Installed/Activated - YES/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- 280/005 KTS
Visibility - 90.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - 14000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS, NV
Destination
GRAND JUNCTION, CO

Airport Proximity
ON AIRPORT

Airport Data

WALKER FIELD
Runway Ident - 29
Runway Lth/Wid - 10500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES
Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 336	Last 24 Hrs	- 3
Make/Model-	24	Last 30 Days-	0
Instrument-	32	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT BEFORE LANDING, HE LOWERED THE GEAR AND CHECKED THE INDICATORS WHICH SHOWED THAT THE GEAR WAS EXTENDED. DURING THE LANDING, THE AIRCRAFT SETTLED ON THE RIGHT WING. DESPITE THE PILOT'S USE OF LEFT AILERON, LEFT RUDDER AND LEFT BRAKE, THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY. AN EXAMINATION REVEALED THAT THE RIGHT MAIN GEAR RETRACT ROD, PN 35-815125-4, HAD FAILED IN THE AREA OF A PREVIOUS WELD. THIS PREVENTED THE RIGHT MAIN GEAR FROM PROPERLY LOCKING IN THE DOWN POSITION.

Brief of Accident (Continued)

File No. - 1831

8/30/82

GRAND JUNCTION, CO

A/C Reg. No. N3899N

Time (Lcl) - 1707 MDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, PARTIAL
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1984 9/03/82 ENGLEWOOD, CO A/C Reg. No. N87141 Time (Lcl) - 1640 MDT

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

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

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

Make/Model	- ERCOUPE 415C	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1400	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 85 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	ARAPAHOE COUNTY	
Wind Dir/Speed	- 340/006 KTS	Runway Ident	- UNK/NR
Visibility	- 50.0 SM	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- 13000 FT SCATTERED	Runway Surface	- GRASS/TURF
Cloud Conditions(2nd)	- NONE	Runway Status	- SOFT
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 7343
SE LAND,ME LAND	Months Since - 15	Make/Model	- 41
	Aircraft Type - UNK/NR	Instrument	- 697
		Multi-Eng	- 3804
		Last 24 Hrs	- 4
		Last 30 Days	- 0
		Last 90 Days	- 241

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN, A STRONG ODOR OF FUEL WAS DETECTED BY THE AIRCREW. A FEW SECONDS LATER, THERE WAS A CONSIDERABLE LOSS OF POWER. THE ENGINE CONTINUED TO OPERATE AT REDUCED POWER, BUT THE SINK RATE WAS TOO GREAT TO REACH THE RUNWAY. THE AIRCRAFT NOSED OVER DURING A LANDING ON UNEVEN TERRAIN. AN INVESTIGATION REVEALED THAT A THREADED COUPLING BETWEEN THE GASCOLATOR AND CARBURETOR FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 1984

9/03/82

ENGLEWOOD, CO

A/C Reg. No. N87141

Time (Lcl) - 1640 MDT

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

Finding(s)

1. FUEL SYSTEM, LINE FITTING - FATIGUE
 2. FLUID - LEAK
 3. FLUID, FUEL - FUMES
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1983

9/04/82

DURANGO, CO

A/C Reg. No. N98872

Time (Lcl) - 1452 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER J-3 C65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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 - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 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
DURANGO, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PRIVATE AIRSTRIP
Runway Ident - 36
Runway Lth/Wid - 3200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 58

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1831	Last 24 Hrs - 0
Make/Model- 30	Last 30 Days- UNK/NR
Instrument- 7	Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE TOOK OFF WITH THE DOORS LATCHED OPEN, AND AFTER LIFT-OFF, THE AIRCRAFT FAILED TO EXCEED 42 MPH. HE REPORTED THAT AN ALTITUDE OF ABOUT 150 FT WAS ATTAINED. DUE TO THE LACK OF PERFORMANCE AND FEARFUL OF OBSTRUCTIONS AHEAD, THE PILOT BEGAN A BROAD, FLAT 180 DEGREE RETURN TO THE FIELD. DURING THE TURN, THE AIRCRAFT STALLED AND STRUCK THE GROUND. THE ELEVATION OF THE CRASH SITE WAS ABOUT 6530 FT AND THE REPORTED TEMPERATURE WAS 82 DEGREES. THE AIRCRAFT WAS EQUIPPED WITH A 65 HORSEPOWER ENGINE.

Brief of Accident (Continued)

File No. - 1983

9/04/82

DURANGO, CO

A/C Reg. No. N98872

Time (Lcl) - 1452 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. 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) 1,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1854 2/01/82 GROTON, CT A/C Reg. No. N451C Time (Lc1) - 0045 EST

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

Type Operating Certificate-AIR CARRIER	COMMUTER	Aircraft Damage						
		DESTROYED						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-APPROACH			0	4	1	0	

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

Make/Model	- BEECH 99	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 17	Rated Power	- 579 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	NEW HAVEN, CT	
Completeness	Destination	Airport Data
Basic Weather	GROTON, CT	GROTON-NEW LONDON
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 05
Cloud Conditions(1st)	- 400 FT OVERCAST	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 5000/ 150
Obstructions to Vision	- UNK/NR	Runway Surface
Precipitation	- UNK/NR	- ASPHALT
Condition of Light	- NIGHT (DARK)	Runway Status
		- WET

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 7108
SE LAND, ME LAND	Months Since - 2	Make/Model	- 400
	Aircraft Type - BE-99	Instrument	- 1269
		Multi-Eng	- 4246
		Last 24 Hrs	- 8
		Last 30 Days	- 90
		Last 90 Days	- 272

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CROSSING THE MONDI INTERSECTION INBOUND FOR AN ILS RWY 5 APCH, THE CAPTAIN FELT THAT A PROPER DESCENT WAS NOT POSSIBLE DUE TO A STRONG TAILWIND & THEIR PRESENT ALTITUDE. THEY TURNED & PROCEEDED OUTBOUND TO LOOSE ALTITUDE. THE CREW THEN ESTABLISHED THEMSELVES AGAIN ON THE INBOUND COURSE AT AN AIRSPEED OF APPROXIMATELY 120K. THE COPILOT REPORTED THAT AROUND 300 FT "THE BOTTOM DROPPED OUT." THE ACFT CRASHED ONTO THE SURFACE OF A FROZEN COVE & SLID ONTO MARSHY TERRAIN & STOPPED ABOUT 500 FT SHORT OF THE RWY. A NTSB WEATHER SUMMARY SHOWS THAT THE FOLLOWING WIND REGIMES EXISTED WHEN THE ACFT MADE ITS APPROACH: 5000 TO 24000 FT ASL, WIND 220/50; 2400 TO 450 FT ASL, WIND 180/30; 450 FT ASL TO SURFACE, WIND 100/5. USING THE ABOVE WIND REGIMES & ASSUMING AN APPROACH AIRSPEED OF 123K, THE FOLLOWING GROUND SPEEDS WERE COMPUTED: 5000 TO 2400 FT ASL, 155K; 2400 TO 450 FT ASL, 147K; 450 FT ASL TO SURFACE, 118K.

Brief of Accident (Continued)

File No. - 1854

2/01/82

GROTON, CT

A/C Reg. No. N451C

Time (Lcl) - 0045 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - TURBULENCE IN CLOUDS
 5. WEATHER CONDITION - DOWNDRAFT
 6. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #3 UNDERSHOOT
Phase of Operation DESCENT - UNCONTROLLED

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

Finding(s)

7. TERRAIN CONDITION - ICY
-

-----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) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1949 8/19/82 WALLINGFORD,CT A/C Reg. No. N4433C Time (Lcl) - 1900 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 Crew Fatal
NONE Pass 0

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

Make/Model - CESSNA 195A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 5

Eng Make/Model - JACOBS R-755A
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 - VMC
Wind Dir/Speed- 180/002 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MARKHAM-MERIDEN
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY
ROUGH

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2554	Last 24 Hrs	- UNK/NR
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	48

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE PREFLIGHTED THE AIRCRAFT, THE FUEL TANKS WERE FULL. FUEL WAS DRAINED FROM EACH WING AND THE FUSELAGE LOW POINT WITH NO INDICATION OF WATER. DURING TAKEOFF, ENGINE POWER WAS LOST AT AN ALTITUDE OF ABOUT 150 FT AS THE MANIFOLD PRESSURE AND RPM WERE BEING ADJUSTED. WITH INSUFFICIENT RUNWAY REMAINING AND POWER LINES AHEAD, THE PILOT TURNED TOWARD A LANDFILL. HE PUMPED THE THROTTLE AND PARTIAL POWER WAS GAINED, BUT ONLY FOR A SHORT TIME. THE AIRCRAFT WAS LANDED ON A SANDY SURFACE, AND AFTER ROLLING FOR ABOUT 30 FT, THE WHEELS DUG IN AND THE PLANE NOSED OVER. THE PILOT SUSPECTED THAT WATER HAD GOTTEN INTO THE CARBURETOR DESPITE THE FACT THAT HE HAD DRAINED THE SUMPS BEFORE TAKEOFF AND FOUND NO WATER. HOWEVER, THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1949

8/19/82

WALLINGFORD,CT

A/C Reg. No. N4433C

Time (Lc1) - 1900 EDT

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

Finding(s)
1. UNDETERMINED

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. 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

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. - 1988 9/09/82 EAST HADDAM, CT A/C Reg. No. N3601J Time (Lcl) - 1145 EDT

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		GOODSPEED AIRPORT	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- 32
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Lth/Wld	- 2118/ 50
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 25	Last 24 Hrs - 0
	Months Since - N/A	Make/Model - 25	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT JUST PRIOR TO FLARING, THE AIRCRAFT HAD STARTED DRIFTING TO THE LEFT; THEREFORE, A DECISION WAS MADE TO ABORT THE LANDING. A GO-AROUND WAS INITIATED AND FLAP RETRACTION WAS STARTED. HOWEVER, THE AIRCRAFT STALLED AND LANDED IN A SWAMP.

Brief of Accident (Continued)

File No. - 1988

9/09/82

EAST HADDAM,CT

A/C Reg. No. N3601J

Time (Lcl) - 1145 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. ABORTED LANDING - INITIATED - PILOT IN COMMAND
3. RAISING OF FLAPS - INITIATED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. 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) 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. - 1956 6/19/82 CLEARWATER, FL A/C Reg. No. N100CA Time (Lcl) - 1400 EDT

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

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

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

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 8	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CLEARWATER, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST. PETERSBURG CLEARWATER
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 14.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5722/ 150
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 14800
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 200
HELICOPTER	Aircraft Type - C-402	Instrument- 2500
		Multi-Eng - 10500
		Last 24 Hrs - 1
		Last 30 Days- 40
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE LANDING ROLL, THE RIGHT MAIN GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE SIDE LOCK LINK, PN 0841111-1, ON THE RIGHT MAIN GEAR HAD FAILED.

Brief of Accident (Continued)

File No. - 1956

6/19/82

CLEARWATER, FL

A/C Reg. No. N100CA

Time (Lcl) - 1400 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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. - 1807 6/28/82 PENSACOLA, FL A/C Reg. No. N6392Y Time (Lcl) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - CESSNA 210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3812
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/016 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 2800 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PENSACOLA, FL
Destination
FERGUSON, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FERGUSON

Runway Ident - 18
Runway Lth/Wid - 2600/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2574
Make/Model- 96
Instrument- 495
Multi-Eng - 438
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE STOPPED RUNNING WHILE ON FINAL APPROACH TO RUNWAY 18, AT AN ALTITUDE OF ABOUT 250 TO 300 FEET. UNABLE TO RESTORE POWER THE PILOT ELECTED TO LAND WHEELS-UP IN AN OPEN FIELD ABOUT 1/4 MILE NORTH OF THE APPROACH END OF THE RUNWAY. AN EXAMINATION OF THE FUEL SYSTEM REVEALED NO FUEL DOWNSTREAM OF THE SELECTOR VALVE WHICH WAS FOUND IN THE OFF POSITION. WHEN THE SELECTOR WAS POSITIONED TO THE RIGHT TANK THE ENGINE STARTED AND RAN SMOOTHLY.

Brief of Accident (Continued)

File No. - 1807

6/28/82

PENSACOLA, FL

A/C Reg. No. N6392Y

Time (Lc1) - 1600 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

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. - 1938 7/18/82 ENGLEWOOD, FL A/C Reg. No. N6440T Time (Lcl) - 1455 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SARASOTA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 210/017 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - 8000 FT SCATTERED	Type Approach Flown - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 195
SE LAND	Months Since - 15	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 21
		Last 30 Days- 4
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PILOT WAS CLIMBING THROUGH ABOUT 700 FT MSL, HE OBSERVED A PERSON ON THE BEACH WAVING AT HIS AIRCRAFT. HE THOUGHT THE PERSON WAS SOMEONE HE KNEW SO HAD MADE A DESCENDING TURN TO 500 FT TO TAKE A BETTER LOOK. WHEN HE DETERMINED THAT IT WAS THE WRONG PERSON, HE INITIATED A CLIMB. AS HE ADVANCED THE THROTTLE, THE ENGINE RESPONDED MOMENTARILY, THEN LOST POWER. HE MANEUVERED TO LAND ON THE BEACH. HOWEVER, THE BEACH WAS TOO CROWDED, SO HE DITCHED IN THE OCEAN. HE STATED THAT HE USED NO CARBURETOR HEAT SINCE HE WAS FAMILIAR WITH FLYING THE PIPER PA-28, WHICH ACCORDING TO HIM, REQUIRED NO CARBURETOR HEAT DURING LOW POWER SETTINGS. WEATHER CONDITIONS WERE CONDUCIVE TO CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 1938

7/18/82

ENGLEWOOD, FL

A/C Reg. No. N6440T

Time (Lc1) - 1455 EDT

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

Finding(s)

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

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

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER, ROUGH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1806 7/22/82 MALONE, FL A/C Reg. No. N4494Q Time (Lcl) - 1300 CDT

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

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

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

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MALONE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WAYNE'S AIR SVC.(PRIVATE)
Wind Dir/Speed- 210/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1267
SE LAND	Months Since - 12	Make/Model- 601
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 162

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPARTED A PRIVATE GRASS STRIP TO DISPENSE LIQUID CHEMICALS ON A NEARBY COTTON FIELD. UPON RETURNING TO LAND FOLLOWING THE SPRAYING OPERATION THE PILOT EXPERIENCED A LOSS OF THE RIGHT MAIN BRAKE. THE PILOT STATED THAT THE BRAKES HAD BEEN SERVICED WITH FLUID PRIOR TO THE LAST TAKEOFF. THE FLUID HAD DRAINED OFF DURING THE FLIGHT THROUGH AN UNDETECTED LEAK IN THE HYDRALIC LINE.

Brief of Accident (Continued)

File No. - 1806

7/22/82

MALONE, FL

A/C Reg. No. N4494Q

Time (Lc1) - 1300 CDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LEAK
2. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
3. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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. - 1891 8/16/82 CLEARWATER, FL A/C Reg. No. N99987 Time (Lcl) - 1415 EDT

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

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

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

Make/Model - ENGINEERING & RESEARCH 415-C	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CLEARWATER, FL	ON AIRPORT
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	ST. PETERSBURG INT'L
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 09
Wind Dir/Speed- 070/008 KTS	Type of Clearance - TOWER	Runway Lth/Wid - 5165/ 150
Visibility - 15.0 SM	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Surface - MACADAM
Cloud Conditions(1st) - 3000 FT SCATTERED		Runway Status - DRY
Cloud Conditions(2nd) - 10000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 302
SE LAND	Months Since - 6	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER HE TOOK OFF ON RUNWAY 35R, HE TURNED OUT TO THE NORTHEAST. HE REPORTED THAT WHEN HE REACHED 900 FT, THE ENGINE STALLED AND RESTARTED. HE NOTIFIED THE TOWER AND WAS CLEARED TO LAND ON RUNWAY 09. A WITNESS REPORTED OBSERVING THE AIRCRAFT ON A VERY HIGH FINAL APPROACH AND STATED THE PLANE FLOATED IN GROUND EFFECT WHILE THE PILOT WAS TRYING TO LAND. THE PILOT STATED THAT HE WAS ABOUT 500 FT AT THE (APPROACH) END OF THE 5165 FT RUNWAY WHEN HE ENCOUNTERED AT TAIL WIND. HE REPORTED THAT HE DID NOT WISH TO ATTEMPT A GO-AROUND BECAUSE OF THE PRIOR ENGINE MALFUNCTION. ABOUT 300 FT FROM THE DEPARTURE END OF THE RUNWAY, THE AIRCRAFT LANDED HARD AND WAS SUBSTANTIALLY DAMAGED. THE 1447 EDT WEATHER OBSERVATION SHOWED THAT THE WIND WAS FROM 070 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1891

8/16/82

CLEARWATER, FL

A/C Reg. No. N99987

Time (Lc1) - 1415 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1808 3/09/82 NEAR COMMERCE,GA A/C Reg. No. N3909Y Time (Lc1) - 1055 EST

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

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

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

Make/Model - CESSNA 210D	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE,NC	
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1747
SE LAND,ME LAND	Months Since - 12	Make/Model- 1036
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 212
		Multi-Eng - 131
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 212
		Rotorcraft - 617

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER HAD FLOWN A PA-23 FROM CHARLOTTE TO JACKSON COUNTY,FL WITH ANOTHER PLT FOLLOWING HIM IN N3909Y. THE OWNER STATED THE OTHER PLT WAS VERY METICULOUS & ALWAYS DRAINED FUEL PRIOR TO FLT. AFTER THE 1 HR FLT TO JACKSON COUNTY, THEY BOTH LOOKED OVER THE ACFT PRIOR TO RETURNING TO CHARLOTTE, BUT DID NOT DRAIN THE FUEL. ABOUT 3-4 MIN AFTER TAKEOFF THE ENG LOST POWER. THE OWNER SITTING IN THE RIGHT FRONT SEAT TOOK CONTROL & SWITCHED FROM THE LEFT TO RIGHT TANK, HOWEVER, THE ENG DID NOT RESPOND. 3 OZ OF FLUID DRAINED FROM THE GASCOLATOR WAS IDENTIFIED AS WATER. THE CAP ON THE FLOW DIVIDER WAS REMOVED & ONLY WATER WAS FOUND IN THE UNIT. FUEL FROM THE WING TANKS ON THIS ACFT FLOW THROUGH FUEL RESERVOIR TANKS. THERE WAS EVIDENCE OF LEAKAGE IN THE RIGHT TANK FUEL CAP. A SUBSTANTIAL AMOUNT OF WATER WAS DRAINED FROM EACH TANK, THE MOST BEING FOUND IN THE RIGHT TANK. THE ACFT SAT IN RAIN THE PREVIOUS WEEKEND. OWNER'S MANUAL STATES TO DRAIN FROM FULLEST TANK ONLY. THE FUEL CONTROL SCREEN WAS CONTAMINATED & PARTIALLY BLOCKED.

Brief of Accident (Continued)

File No. - 1808

3/09/82

NEAR COMMERCE,GA

A/C Reg. No. N3909Y

Time (Lc1) - 1055 EST

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

Finding(s)

1. FUEL SYSTEM,CAP - LEAK
 2. FLUID,FUEL - WATER
 3. FUEL SYSTEM,SCREEN - CONTAMINATION
 4. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1853 4/20/82 LAFAYETTE,GA A/C Reg. No. N165MA Time (Lcl) - 0923 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

2

4

Injuries

Serious

0

1

Minor

0

0

None

0

0

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

Make/Model - MITSUBISHI MU-2B-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10800
No. of Seats - 8

Eng Make/Model - AIRESEARCH TPE-331-151A

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - 705 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- CALM

Visibility - 7.0 SM

Cloud Conditions(1st) - 1300 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHATTANOOGA, TN

Destination

FT. PAYNE, AL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - UNK/NR *

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6313

Make/Model- 260

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 151

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE WX BRIEFING THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED DUE TO LOW CEILINGS & POOR VISIBILITY. THE PLT RESPONDED HE HAD TO GO TO FT. PAYNE VFR BECAUSE THEY HAVE NO INSTRUMENT APPROACH. A JEPPESEN US (LO)29 LOW ALT ENROUTE CHART WAS FOUND AT THE WRECKAGE THAT HAD A LINE DRAWN TRAVERSING SW OUT OF THE CHATTANOOGA VOR BETWEEN V-115 & V-115E. THE MEA FOR THESE AIRWAYS WAS 4,000 FT MSL. PRIOR TO DEPARTURE THE PLT AS ADVISED THAT TOPS WERE REPORTED 4,500 FT WITH ANOTHER LAYER AT 9,000 FT. THE PLT RESPONDED HE WAS GOING TO FT. PAYNE & THEY HAD NO APPROACH THERE. APPROXIMATELY 2-1/2 MIN AFTER TAKEOFF THE PLT REPORTED "...LOOKS LIKE ABOUT 1500 IS ALL WE'RE GONNA GET RIGHT NOW." ABOUT 7 MIN LATER THE PLT REPORTED THEY WERE STILL VFR BUT MIGHT WANT TO TURN AROUND. THE ACFT IMPACTED THE TOP OF A NORTH/SOUTH RIDGELINE AT AN ELEVATION OF 2,020 FT. THE COPILOT WAS PART OF THE COMPANY'S MANAGEMENT TEAM.

Brief of Accident (Continued)

File No. - 1853

4/20/82

LAFAYETTE,GA

A/C Reg. No. N165MA

Time (Lcl) - 0923 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2. WEATHER CONDITION - HAZE
3. WEATHER CONDITION - LOW CEILING
4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. 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) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1952 7/29/82 DONALSONVILLE,GA A/C Reg. No. N10286 Time (Lcl) - 1700 EDT

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

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

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P & W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DONALSONVILLE MUNICIPAL
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) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1129
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 913
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 29
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE BACK TO THE AIRPORT, THE ENGINE LOST POWER AND THE PILOT LANDED IN A RAIN SOAKED, SOYBEAN FIELD. DURING THE LANDING ROLL, THE WHEELS BOGGED DOWN IN SOFT EARTH AND THE PLANE NOSED OVER. ACCORDING TO THE PILOT, THERE WAS 10 TO 12 GALLONS OF FUEL ON BOARD WHEN THE ACCIDENT OCCURRED. THE OWNER STATED THAT WHEN HE ARRIVED AT THE ACCIDENT SCENE, THE FUEL TANKS WERE CHECKED AND APPEARED TO BE EMPTY. AN EXAMINATION OF THE AIRCRAFT REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 1952

7/29/82

DONALSONVILLE,GA

A/C Reg. No. N10286

Time (Lc1) - 1700 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1957 9/11/82 RAY CITY, GA A/C Reg. No. N7687Z Time (Lcl) - 1715 EDT

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

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

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

Make/Model - PIPER PA 25-235	Eng Make/Model - LYCOMING O-520-B25C	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NASHVILLE, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	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 - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1260
SE LAND	Months Since - 18	Make/Model- 685
	Aircraft Type - C-177	Instrument- 10
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 190

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS SPRAYING CROPS, THE ENGINE BEGAN TO SKIP AND BACKFIRE. HE DECIDED TO TERMINATE THE SWATH RUN AND CLIMB FROM THE FIELD. AT THAT TIME, THE ENGINE QUIT AND THE PILOT CLIMBED AS HIGH AS POSSIBLE BEFORE GLIDING TO A NEARBY SOYBEAN FIELD. DURING THE LANDING PHASE, THE AIRCRAFT WAS DAMAGED. AN INVESTIGATION REVEALED THAT THE CARBURETOR HEAT DUCTING WAS DISCONNECTED, THUS RENDERING IT INOPERATIVE. THE NEAREST WEATHER REPORTING FACILITY REPORTED THAT THE TEMPERATURE AND DEW POINT WERE 86 AND 70 DEGREES, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCIVE TO SERIOUS CARBURETOR ICING AT GLIDE POWER AND VISIBLE ICING AT CRUISE POWER.

Brief of Accident (Continued)

File No. - 1957

9/11/82

RAY CITY,GA

A/C Reg. No. N7687Z

Time (Lc1) - 1715 EDT

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

Finding(s)

1. CARBURETOR HEAT CONTROL - DISCONNECTED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. CARBURETOR HEAT - INADVERTENT - PILOT IN COMMAND
5. FUEL SYSTEM,CARBURETOR - ICE

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

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

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1996 9/16/82 HAWKINSVILLE,GA A/C Reg. No. N2103V Time (Lcl) - 1800 EDT

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

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

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

Make/Model	- CESSNA 120	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- UNK/NR		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 3000/ 100</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 152</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT NOSED OVER WHILE LANDING IN A PEANUT FIELD. THE PILOT REPORTED THAT THE TERRAIN WAS SOFTER THAN HE REALIZED, AND WHEN HE APPLIED BRAKE PRESSURE, THE PLANE NOSED OVER. HE BELIEVED THE ACCIDENT WOULD NOT HAVE OCCURRED IF BRAKES HAD NOT BEEN APPLIED.

Brief of Accident (Continued)

File No. - 1996

9/16/82

HAWKINSVILLE,GA

A/C Reg. No. N2103V

Time (Lcl) - 1800 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1976 7/22/82 NEW HAMPTON,IA A/C Reg. No. N5937J Time (Lcl) - 1920 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Make/Model - CESSNA A150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1620
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- 360 -UNK/NR
Visibility - 5.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3800 Last 24 Hrs - 0
Make/Model- 605 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 28
Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED WHILE MANEUVERING IN THE VICINITY OF THE PILOT/OWNER'S PRIVATE AIRFIELD. THE PILOT STATED THAT PLANE WENT INTO A 180 DEG REVERSE BACKSLIDE AFTER HE STARTED A LEFT TURN AND APPLIED LEFT RUDDER AND AILERON. HE REPORTED THAT THE PLANE BEGAN TO SETTLE FAST AND HE LOWERED THE NOSE TO REGAIN AIRSPEED, BUT THE PLANE CRASHED BEFORE HE COULD RECOVER. THE CRASH OCCURRED IN A CORN FIELD WITH A RIGHT WING LOW 30 DEG IMPACT ANGLE. SEVERAL WITNESSES REPORTED THAT THE AIRCRAFT WAS TURNING OR MANEUVERING AT LOW ALTITUDE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1976

7/22/82

NEW HAMPTON, IA

A/C Reg. No. N5937J

Time (Lc1) - 1920 CDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1971 7/29/82 TIPTON,IA A/C Reg. No. N9357F Time (Lcl) - 1229 CDT

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

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

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

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360A1A	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TIPTON
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2962
SE LAND	Months Since - 15	Make/Model- 73
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 145
		Rotorcraft - 2962

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED DURING TAKEOFF ON A FLIGHT TO POLLENATE CORN. THE PILOT REPORTED THAT HE MADE A RUNNING TAKEOFF ACROSS THE RUNWAY. HE STATED THAT THE HELICOPTER BECAME AIRBORNE AT THE NORTH EDGE OF THE RUNWAY, BUT STARTED TO SETTLE AS IT WENT OVER THE SOUTH EDGE. SUBSEQUENTLY, THE HELICOPTER SETTLED DOWN ON A WOVEN WIRE FENCE AND ROLLED OVER ON ITS LEFT SIDE. AN INVESTIGATION REVEALED THE HELICOPTER WAS ABOUT 52 LBS OVER ITS MAXIMUM GROSS WEIGHT. THE DENSITY ALTITUDE WAS ABOUT 2000 FT.

Brief of Accident (Continued)

File No. - 1971

7/29/82

TIPTON, IA

A/C Reg. No. N9357F

Time (Lc1) - 1229 CDT

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

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
5. OBJECT - FENCE

Occurrence #2 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1882

8/29/82

MEDIAPOLIS,IA

A/C Reg. No. N56373

Time (Lc1) - 2159 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	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-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
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 - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 300/005 KTS
Visibility - 1.0 SM
Cloud Conditions(1st) - 500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWER
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
OLATHE,KS
Destination
MOLINE,IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 41
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	170	Last 24 Hrs	4
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	9	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE 1725 CDT WX BRIEFING THE PLT WAS INFORMED THAT THE KANSAS CITY AREA WOULD BE 1600 FT BROKEN, OCCASSIONAL 800 FT BROKEN, 3/4 MI VISIBILITY WITH THUNDERSTORMS & MODERATE RAIN WITH STRONG SURFACE WINDS ABOUT 35K. THE FORECAST WAS VALID TO 2200 CDT. THE PLT INDICATED HE DID NOT NEED ANY ENROUTE FORECASTS. THE BRIEFER STATED TO THE PLT THAT RADAR WAS SHOWING AN AREA OF THUNDERSTORMS & RAIN SHOWERS EXTENDING FROM 70 MI NW OF KANSAS CITY DOWN TO 60 MI NORTH OF KANSAS CITY & FROM THERE ON UP TO FT.DODGE, THE AREA OF THUNDERSTORMS MOVING NE AT 30K. THE PLT DEPARTED OLATHE, KS AT 2000 CDT. A WITNESS HEARD THE SOUNDS OF AN ACFT ENG DECREASING, INCREASING & THEN SILENCE. A WITNESS WHO HEARD THE ACFT PASS BY JUST BEFORE IMPACT STATED THAT THE WX AT THE TIME WAS MODERATE RAIN, APPROXIMATE 1 MI VISIBILITY, & INTERMITTENT LIGHTNING & THUNDER. PORTIONS OF EACH WING & THE HORIZONTAL TAIL SECTION WERE LOCATED APPROXIMATELY 3/8 MI SOUTH OF THE MAIN WRECKAGE.

Brief of Accident (Continued)

File No. - 1882

8/29/82

MEDIAPOLIS, IA

A/C Reg. No. N56373

Time (Lcl) - 2159 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - THUNDERSTORM
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. FLIGHT CONTROL, STABILATOR - OVERLOAD
11. FLIGHT CONTROL, STABILATOR - FAILURE, TOTAL
12. FLIGHT CONTROL, STABILATOR - SEPARATION
13. WING - OVERLOAD
14. WING - FAILURE, PARTIAL
15. WING - SEPARATION
16. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 5,7,8,9,16

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. - 1970 8/29/82 COUNCIL BLUFFS, IA A/C Reg. No. N2906A Time (Lcl) - 2112 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - CESSNA T310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-BB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- 360/005 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
AURORA, IL

Destination
OMAHA, NE

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EPPLEY AIRFIELD
Runway Ident - 14
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	240	Last 24 Hrs -	2
Make/Model-	19		Last 30 Days-	18
Instrument-	48		Last 90 Days-	43
Multi-Eng -	19			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OMAHA WEATHER WAS REPORTED (IN PART) TO BE 3500 FT SCATTERED, ESTIMATED 6000 FT BROKEN, 18000 FT BROKEN, VISIBILITY 4 MI WITH FOG AND HAZE, WIND 200 DEG AT 5 KTS. HOWEVER, THE AIRCREW OF A PRECEDING FLIGHT THAT ARRIVED ABOUT 8 MIN EARLIER SAID THEY ENTERED A CLOUD LAYER DURING DESCENT AT OR ABOVE 3500 FT. THEY STATED THAT THEY REMAINED IN THE CLOUDS UNTIL THEY WERE ON FINAL AT AN ALTITUDE OF 600 TO 800 FT AGL. DURING ARRIVAL, N2906A WAS VECTORED AND CLEARED FOR AN ILS APPROACH TO RUNWAY 14R. HOWEVER, IT WAS HIGH ON FINAL AND A MISSED APPROACH WAS MADE. THE PILOT ENTERED A RIGHT VISUAL PATTERN AND WAS CLEARED TO LAND, BUT THE AIRCRAFT CRASHED ABOUT 300 FT SHORT AND 300 FT LEFT OF THE RUNWAY. AN INVESTIGATION REVEALED THE PLANE CRASHED IN AN ESTIMATED 20 DEG NOSE DOWN, 68 DEG RIGHT BANK ATTITUDE. A CONTINUITY CHECK OF THE FLIGHT CONTROLS WAS NOT POSSIBLE, BUT ALL FAILURES DISPLAYED EVIDENCE OF OVERLOAD/IMPACT FAILURE. AN INSPECTION OF THE ENGINES REVEALED NO PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1970

8/29/82

COUNCIL BLUFFS, IA

A/C Reg. No. N2906A

Time (Lcl) - 2112 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1985 9/07/82 WYOMING, IA A/C Reg. No. N1106Y Time (Lcl) - 0750 CDT

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

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

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

Make/Model - CESSNA 150B	Eng Make/Model - CONTINENTAL O-244-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - RADIO	EAST MOLINE, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WYOMING, IA	JAMISON STRIP
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 4.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 900 FT OVERCAST	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 473
SE LAND	Months Since - 13	Make/Model- 473
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 12
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT USED HIS AIRCRAFT TO COMMUTE TO HIS PLACE OF EMPLOYMENT AT EAST MOLINE, IL. AFTER WORK, HE PREPARED A FLIGHT TO HIS HOME IN WYOMING, IA. HE OBTAINED ATIS WEATHER INFORMATION WHICH IN PART WAS: 900 FT OVERCAST, 4 MILES VISIBILITY, FOG, TEMPERATURE 59, DEWPOINT 57, WIND FROM 080 DEGREES AT 7 KTS. AFTER ARRIVING AT HIS HOME AIRSTRIP, HE FOUND THAT IT WAS COVERED BY FOG. HE DIVERTED TO A CLOSED STRIP IN THE AREA. THE RIGHT WING HIT TALL CORN DURING THE LANDING WHILE THE LEFT WING WAS ONLY ABOUT 10 INCHES FROM THE CORN ON ITS SIDE. SUBSEQUENTLY, THE AIRCRAFT SWERVED AND CRASHED.

Brief of Accident (Continued)

File No. - 1985

9/07/82

WYOMING,IA

A/C Reg. No. N1106Y

Time (Lc1) - 0750 CDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1833

9/13/82

NICHOLS,IA

A/C Reg. No. N51183

Time (Lcl) - 1850 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

ELT Installed/Activated - YES-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- 210/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 251	Last 24 Hrs	- 4
Make/Model-	153	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	46
Multi-Eng	- 1		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TAXIIED INTO A SOFT SPOT ON HIS PRIVATE AIRSTRIP WHICH RAISED THE WING. THE WIND GOT UNDER THE WING AND FLIPPED THE AIRCRAFT OVER.

Brief of Accident (Continued)

File No. - 1833

9/13/82

NICHOLS,IA

A/C Reg. No. N51183

Time (Lcl) - 1850 CDT

Occurrence #1 ROLL OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND

-----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. - 1917 9/23/82 LAVA HOT SPRINGS, ID A/C Reg. No. N9251G Time (Lcl) - 1404 MDT

-----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	- CESSNA 188B	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1815	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 230 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	BANCROFT, ID			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LAVA HOT SPRINGS, ID			
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 50.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE	Runway Surface	- DIRT
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- NONE	Runway Status	- HIGH VEGETATION
Obstructions to Vision	- NONE				SOFT
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 40	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- UNK/NR
SE LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	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) - UNK/NR

-----Narrative-----

REPORTEDLY, THE AIRCRAFT RAN OUT OF FUEL DURING A SWATH RUN. DURING A FORCED LANDING, THE AIRCRAFT STRUCK A FENCE, THEN TRAVELED ABOUT 400 FT AND STOPPED WITH THE NOSE DOWN IN A POTATOE FIELD.

Brief of Accident (Continued)

File No. - 1917

9/23/82

LAVA HOT SPRINGS, ID

A/C Reg. No. N9251G

Time (Lc1) - 1404 MDT

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

Finding(s)

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

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

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

Finding(s)

4. OBJECT - FENCE
-

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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. - 1945 7/28/82 DEKALB,IL A/C Reg. No. N60028 Time (Lc1) - 2000 CDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 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 WEST CHICAGO,IL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data DEKALB</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 3800/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 67</p> <p>Make/Model- 67</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 34</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS. HE STATED THAT ON ABOUT HIS SIXTH LANDING, HE TOUCHED DOWN HARD ON THE MAIN GEAR THEN LOWERED THE NOSE. AS THE NOSE WHEEL TOUCHED DOWN, THE AIRCRAFT VEERED TO THE LEFT AND THE RIGHT WING CONTACTED THE RUNWAY. THE AIRCRAFT RAN OFF THE RUNWAY; HOWEVER, THE STUDENT WAS ABLE TO DIRECT IT BACK ONTO THE RUNWAY WHERE IT SKIDDED TO A STOP. AN EXAMINATION OF THE NOSE GEAR REVEALED THAT THE AXLE NUT AND BOLT WERE MISSING. FAA PERSONNEL FOUND THE BOLT. THE BOLT WAS BROKEN AS A RESULT OF SHEARING FORCES. THE PILOT STATED THAT HE ACCOMPLISHED LANDINGS IN A FULL STALL CONDITION.

Brief of Accident (Continued)

File No. - 1945

7/28/82

DEKALB, IL

A/C Reg. No. N60028

Time (Lc1) - 2000 CDT

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

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR, AXLE - OVERLOAD

-----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. - 1951 7/30/82 NEW HAVEN, IL A/C Reg. No. N25814 Time (Lcl) - 1030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -POWER AND PIPELINE PATROL	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 - 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	OFF AIRPORT/STRIP
Method - N/A	OWENSBORO, KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
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 - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - HIGH VEGETATION
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2304
SE LAND	Months Since - 1	Make/Model- 452
	Aircraft Type - UNK/NR	Instrument- 215
		Multi-Eng - 704
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 237

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT BEFORE DEPARTING ON A ROUTINE PIPE LINE PATROL, HE OBTAINED A WEATHER BRIEFING. AFTER ABOUT 30 MINUTES OF FLIGHT, THE VISIBILITY BEGAN TO DECREASE DUE TO GROUND FOG. THE PILOT ELECTED TO LAND ON A GRAVEL ROAD. DURING THE LANDING ROLL, THE LEFT WING STRUCK TALL GRASS AND THE AIRCRAFT SWERVED INTO A DITCH.

Brief of Accident (Continued)

File No. - 1951

7/30/82

NEW HAVEN, IL

A/C Reg. No. N25814

Time (Lc1) - 1030 CDT

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

Finding(s)

1. WEATHER CONDITION - FOG
-

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH VEGETATION
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1817

8/03/82

PERU,IL

A/C Reg. No. N52VM

Time (Lc1) - 0940 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - SONERAI II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1050
No. of Seats - 2

Eng Make/Model - VOLKSWAGON 2100-DSNA2583
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- VARIABLE
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPARTA,IL
Destination
OSHKOSH,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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

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

Total	-	180	Last 24 Hrs	-	2
Make/Model	-	5	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THIS WAS THE FIRST CROSS-COUNTRY IN THE AIRCRAFT THE FUEL CONSUMPTION CALCULATIONS WERE BASED ON AN ESTIMATED 4 GALLONS PER HOUR. WHEN THE PILOT REALIZED A LOW FUEL CONDITION HE DECIDED TO LAND ENROUTE. DURING THE LANDING APPROACH AT PERU, IL THE ENGINE LOST POWER AND A FORCED LANDING WAS MADE INTO A SOYBEAN FIELD.

Brief of Accident (Continued)

File No. - 1817

8/03/82

PERU,IL

A/C Reg. No. N52VM

Time (Lc1) - 0940 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - CROP
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1895 8/06/82 DIXON,IL A/C Reg. No. N195SB Time (Lcl) - 1500 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 195A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

Eng Make/Model - JACOBS R-755-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 350 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - IN PERSON
Completeness - PARTIAL,LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 2500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OSHKOSH,WI
Destination
DIXON,IL

Airport Proximity
ON AIRPORT

Airport Data

DIXON MUNICIPAL
Runway Ident - 26
Runway Lth/Wid - 3100/ 100
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)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-195

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

Total	- 597	Last 24 Hrs	- 1
Make/Model-	31	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	48

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED DOWNWIND ON RUNWAY 26 AND THE AIRCRAFT GROUNDLOOPEED DURING THE LANDING ROLL. THE MAIN LANDING GEAR AND LEFT WING TIP WERE DAMAGED DURING THE SWERVE.

Brief of Accident (Continued)

File No. - 1895

8/06/82

DIXON, IL

A/C Reg. No. N195SB

Time (Lc1) - 1500 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1863 9/18/82 SPRINGFIELD, IL A/C Reg. No. N94979 Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 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
SPRINGFIELD, IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SNODGROSS
Runway Ident - 36
Runway Lth/Wid - 1950/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1043
Last 24 Hrs - 1
Make/Model- 66
Last 30 Days- 15
Instrument- 26
Last 90 Days- 34
Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STALLED AFTER TAKEOFF AND THE PLANE CRASHED IN A BEAN FIELD. THE PILOT WAS MAKING A 180 DEGREE TURN TO RETURN TO THE PRIVATE STRIP. NO REASON WAS REPORTED FOR RETURNING.

Brief of Accident (Continued)

File No. - 1863

9/18/82

SPRINGFIELD, IL

A/C Reg. No. N94979

Time (Lc1) - 1730 CDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1910 9/19/82 PARK FOREST, IL A/C Reg. No. N5605J Time (Lcl) - 1415 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

-----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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

HAEDTLERFIELD
Runway Ident - 18
Runway Lth/Wid - 2042/ 60
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

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

Total	-	288	Last 24 Hrs -	2
Make/Model-	31		Last 30 Days-	20
Instrument-	7		Last 90 Days-	67

GLIDER

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THERE WAS A PARTIAL LOSS OF POWER DURING THE TAKEOFF ROLL. HE REPORTED THAT THERE WAS INSUFFICIENT RUNWAY REMAINING TO STOP WHEN THE POWER LOSS OCCURRED. THE AVAILABLE AIRSPEED WAS USED TO "HOP" OVER A 3-FOOT EMBANKMENT, BUT THE NOSE GEAR, RIGHT MAIN GEAR AND RIGHT WING TIP WERE DAMAGED WHEN THE PLANE LANDED IN A SOYBEAN FIELD BEYOND THE EMBANKMENT. DURING A SUBSEQUENT EXAMINATION AND AN ENGINE RUN-UP, NO MECHANICAL MALFUNCTION OR FAILURES WERE NOTED.

Brief of Accident (Continued)

File No. - 1910

9/19/82

PARK FOREST, IL

A/C Reg. No. N5605J

Time (Lc1) - 1415 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. TERRAIN CONDITION - SOFT
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. - 1885 7/03/82 HARLAN, IN A/C Reg. No. N65609 Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
1

-----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- 310/009 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 1600 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

HALLS

Runway Ident - 27

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 422

Make/Model- 181

Instrument- 59

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE PILOT WAS DEMONSTRATING A FORCED LANDING TO THE PASSENGER BY MOVING THE MIXTURE TO CUT-OFF. HE STATED THAT ANOTHER AIRCRAFT INTERFERRED WITH HIS APPROACH AND HE WAS UNABLE TO RESTART THE ENGINE TO GO AROUND. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER DURING A FORCED LANDING IN A ROUGH FIELD.

Brief of Accident (Continued)

File No. - 1885

7/03/82

HARLAN, IN

A/C Reg. No. N65609

Time (Lc1) - 1730 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. UNSAFE/HAZARDOUS CONDITION - INTENTIONAL - PILOT IN COMMAND
-

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

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1931 7/07/82 LAFAYETTE, IN A/C Reg. No. N8103P Time (Lc1) - 1107 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/008 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INDIANAPOLIS, IN
Destination
WEST LAFAYETTE, IN

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PURDUE UNIVERSITY
Runway Ident - 28
Runway Lth/Wid - 6600/ 150
Runway Surface - ASPHALT
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 - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1815
Make/Model- 928
Instrument- 0
Multi-Eng - 68
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT WAS UNABLE TO EXTEND THE GEAR BY USING THE NORMAL (ELECTRICAL) SYSTEM OR THE MANUAL EMERGENCY HANDLE. AFTER REPEATED ATTEMPTS TO CORRECT THE MALFUNCTION, HE ELECTED TO LAND WITH THE GEAR UP.

Brief of Accident (Continued)

File No. - 1931

7/07/82

LAFAYETTE, IN

A/C Reg. No. N8103P

Time (Lcl) - 1107 EST

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

Finding(s)

1. LANDING GEAR - UNDETERMINED
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1966 7/20/82 ROSE HILL, KS A/C Reg. No. N5179B Time (Lcl) - 1515 CDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	COOK AIRFIELD, KS	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 150/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 6000 FT OVERCAST	Type of Clearance	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- N/A
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)	
STUDENT	Current - N/A	Total	- 43
	Months Since - N/A	Make/Model	- 43
	Aircraft Type - N/A	Instrument	- 3
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO FLIGHT WHILE HE WAS IN A TRAINING PHASE TO PRACTICE FLIGHT MANEUVERS. DURING THE FLIGHT, THE AIRCRAFT CRASHED AND BURNED. AN INVESTIGATION REVEALED THAT THE PLANE DID NOT MOVE AFTER IMPACT AND BOTH WINGS WERE CRUSHED (ACCORDIONED) STRAIGHT BACK. CONTINUITY OF THE CONTROL CABLES WAS ESTABLISHED. THE ENGINE WAS BADLY DAMAGED BY THE IMPACT AND FIRE, BUT NO PREIMPACT MALFUNCTION OR FAILURE WAS EVIDENT. THE CRASH SITE AND THE TRAINING AREA WERE LOCATED NEAR THE HOME OF THE PILOT'S FATHER. THE DENSITY ALTITUDE WAS ABOUT 4200 FT.

Brief of Accident (Continued)

File No. - 1966

7/20/82

ROSE HILL,KS

A/C Reg. No. N5179B

Time (Lcl) - 1515 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1829 8/08/82 STOCKTON,KS A/C Reg. No. N53227 Time (Lc1) - 0845 CDT

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

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OSBORNE,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 12000 FT SCATTERED	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
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 - 4350
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 325
		Instrument- 25
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER AS THE PILOT PULLED UP FROM A SWATH RUN. A FORCED LANDING WAS MADE IN OPEN TERRACED FIELD. DIRT WAS FOUND IN THE ENGINE FUEL PUMP. REPORTEDLY, THE DIRT WOULD HAVE RESTRICTED THE FUEL FLOW.

Brief of Accident (Continued)

File No. - 1829

8/08/82

STOCKTON,KS

A/C Reg. No. N53227

Time (Lc1) - 0845 CDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - CONTAMINATION
2. FUEL SYSTEM - BLOCKED(PARTIAL)
3. FLUID,FUEL - STARVATION

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 1856

9/24/82

TOPEKA, KS

A/C Reg. No. N1021K

Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PITTS SC 1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 160 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- 066/015 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FORBES FIELD
Runway Ident - 03
Runway Lth/Wid - 8002/ 200
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 52

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 1100	Last 24 Hrs - 0
Make/Model- 4	Last 30 Days- UNK/NR
Instrument- 7	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE QUIT NEAR THE AIRPORT, BUT A FORCED LANDING WAS MADE IN A GRASSY FIELD. THE FUEL SYSTEM WAS EMPTY.

Brief of Accident (Continued)

File No. - 1856

9/24/82

TOPEKA,KS

A/C Reg. No. N1021K

Time (Lc1) - 1730 CDT

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

Finding(s)

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

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1928 10/12/82 HALSTEAD,KS

A/C Reg. No. N8311E

Time (Lcl) - 1740 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - MOONEY M20A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/020 KTS
Visibility - 15.0 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
KANSAS CITY,MO
Destination
HALLSTEAD,KS

Airport Proximity
ON AIRSTRIP

Airport Data

HALSTEAD AIRPORT (PRI.)
Runway Ident - 35
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

ATC/Airspace

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

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT NOTED THAT THE WIND WAS FROM THE NORTHWEST. HE ESTIMATE IT WAS FROM 330 DEG AT 20, GUSTING 35 KTS. ON FINAL APPROACH, THE AIRCRAFT WAS REPORTEDLY UNSTABLE DUE TO GUSTY WINDS AND TURBULENCE. THE PILOT OBSERVED AND WAS AWARE OF THE POWER LINES NEAR THE APPROACH END OF THE RUNWAY. HE STATED THAT AIRCRAFT SETTLED, POSSIBLY DUE TO WIND SHEAR, AND HE WAS THEN UNABLE TO AVOID THE LINES. THE AIRCRAFT STRUCK AND SEVERED THE POWER LINES AND THEN IMPACTED THE GROUND JUST SHORT OF THE RUNWAY. THE POWER LINES WERE NOT MARKED. BUT ORANGE FIBERGLASS BALLS WERE MOUNTED ON 35 FT POLES, ABEAM THE APPROACH END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1928

10/12/82

HALSTEAD,KS

A/C Reg. No. N8311E

Time (Lc1) - 1740 CDT

Occurrence #1 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. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 6. 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) 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. - 1998 9/01/82 LOUISVILLE, KY A/C Reg. No. N8982F Time (Lcl) - 0820 CDT

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

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

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING H10-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKI/WHEEL	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	- 225 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	STANDIFORD FIELD
Wind Dir/Speed	ATC/Airspace	Runway Ident
020/017 KTS	Type of Flight Plan	- 19
Visibility	- VFR	Runway Lth/Wid
- .500 SM	Type of Clearance	- N/A
Cloud Conditions(1st)	- SPECIAL VFR	Runway Surface
- 700 FT SCATTERED	Type Approach Flow	- GRASS/TURF
Cloud Conditions(2nd)	- VISUAL STRAIGHT-IN	Runway Status
- 1200 FT BROKEN		- DRY
Obstructions to Vision		
- FOG		
Precipitation		
- RAIN		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 7883
SE LAND, ME LAND	Months Since	- 15	Make/Model - 2102
HELICOPTER	Aircraft Type	- CESSNA	Instrument - 369
			Multi-Eng - 83
FREE BALLOON			Last 24 Hrs - 3
Instrument Rating(s)	- AIRPLANE		Last 30 Days - UNK/NR
			Last 90 Days - 342
			Rotorcraft - 5396

-----Narrative-----

THE PILOT RECEIVED A WEATHER BRIEFING BEFORE TAKING OFF ON AN AERIAL TRAFFIC PATROL FOR A LOCAL RADIO STATION. HE WAS ISSUED A SPECIAL VFR CLEARANCE TO FOLLOW A PRE-ESTABLISHED ROUTE. HOWEVER, AFTER DEPARTING, HE ENCOUNTERED THUNDERSTORM ACTIVITY. HE RETURNED TO THE DEPARTURE AIRPORT AND HOVERED UNTIL THE THUNDERSTORM ACTIVITY SUBSIDED. AFTER ABOUT 30 MINUTES, THE PILOT DEPARTED AGAIN, BUT WAS UNABLE TO CONDUCT THE FLIGHT AS PLANNED. WITH THE WEATHER DETERIORATING, HE RECEIVED CLEARANCE TO ANOTHER AIRPORT. WHEN HE WAS ABOUT ONE MILE FROM THE AIRPORT, THE VISIBILITY WAS REPORT AS 1/2 MILE. HE REPORTED THAT WHEN HE WAS ABOUT 100 FT AGL, HE TURNED NORTHEAST INTO THE WIND TO GET CLOSE TO THE BOUNDARY ROAD AND FENCE AND TO GET VISUAL REFERENCES. ALSO, HE STATED THAT THE VISIBILITY THROUGH THE BUBBLE WAS DISTORTED BY THE HEAVY DOWNPOUR AND BUBBLE FOG. WHILE ATTEMPTING A HOVER LANDING, HE TOUCHED DOWN, TAIL LOW, MOVING REARWARD. THE REAR PART OF THE SKIDS AND THE TAIL ROTOR HIT THE GROUND AND CONTROL WAS LOST.

Brief of Accident (Continued)

File No. - 1998

9/01/82

LOUISVILLE, KY

A/C Reg. No. N8982F

Time (Lc1) - 0820 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - UNFAVORABLE WIND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
9. PROPER ALIGNMENT - 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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1902

8/02/82

ABBEVILLE, LA

A/C Reg. No. N5787J

Time (Lcl) - 0900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - FERRY

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 182P

Eng Make/Model - CONTINENTAL D-470R

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2950

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/003 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

SABINE PASS, TX

Destination

ABBEVILLE, LA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY
ROUGH

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 20000

Make/Model- 5000

Instrument- 10

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 480

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A CROSS-COUNTRY FERRY FLIGHT WHEN THE ENGINE LOST POWER. A FORCED LANDING WAS MADE IN A FIELD OF TALL RICE. THE PILOT STATED THAT DURING THE LANDING, THE AIRCRAFT STRUCK A RICE LEVEE AND NOSED OVER. THE SOURCE OF ENGINE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1902

8/02/82

ABBEVILLE, LA

A/C Reg. No. N5787J

Time (Lc1) - 0900 CDT

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. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1827

8/08/82

GRAND ISLE, LA

A/C Reg. No. N59504

Time (Lcl) - 1245 CDT

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 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	GRAND ISLE, LA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	TIMBALIER BLK 27, GM	
Wind Dir/Speed	- 135/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- 5000 FT BROKEN	Type of Clearance	- UNK/NR
Cloud Conditions(2nd)	- NONE	Type of Approach	- WATER
Obstructions to Vision	- NONE	Type Approach Flown	- WATER - CHOPPY
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 - 2485	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model - 247	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - BELL206	Instrument - 475	Last 90 Days - 157
			Rotorcraft - 2370

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT WAS APPROACHING AN OFFSHORE PLATFORM FOR LANDING AT ABOUT 100 FT AGL WHEN HE FELT THE HELICOPTER SHUDDER. HE ALSO HEARD AN ENGINE-OUT HORN AND A LOW-ROTOR-RPM WARNING. HE TURNED AWAY FROM THE PLATFORM, POPPED THE EMERGENCY FLOATS AND INITIATED AN AUTOROTATIVE LANDING. HOWEVER, THE FLOATS WERE NOT YET FULLY INFLATED AT THE TIME OF WATER CONTACT AND THE HELICOPTER IMMEDIATELY FLIPPED INVERTED. AN EXAMINATION REVEALED THAT THE OUTER SHAFT IN THE FREE-WHEELING UNIT HAD FAILED AT THE SPLINE AREA. THIS ALLOWED THE ENGINE TO GO INTO AN OVERSPEED. THEN AUTOMATICALLY SHUT DOWN.

Brief of Accident (Continued)

File No. - 1827

8/08/82

GRAND ISLE, LA

A/C Reg. No. N59504

Time (Lc1) - 1245 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTOR DRIVE SYSTEM, FREEWHEELING UNIT (OTHER) - FAILURE, TOTAL

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

Finding(s)

2. AUTOROTATION - INITIATED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - INITIATED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1893 8/30/82 FARMERVILLE, LA A/C Reg. No. N66222 Time (Lcl) - 1550 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During -TAKEOFF

-----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/NO
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 130/008 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	-	4500	Last 24 Hrs	-	1
Make/Model	-	2040	Last 30 Days	-	UNK/NR
Instrument	-	40	Last 90 Days	-	60
Multi-Eng	-	500			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A DOWNWIND TAKEOFF FROM AN INTERSECTION OF THE RUNWAY. THE AIRCRAFT FAILED TO CLEAR TREES AT THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1893

8/30/82

FARMERVILLE, LA

A/C Reg. No. N66222

Time (Lc1) - 1550 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1898 8/12/82 MARLBORO, MA A/C Reg. No. N5451H Time (Lcl) - 1015 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	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	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MARLBORO</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 1680/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

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

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT WAS PRACTICING LANDINGS, FLARED THE AIRCRAFT TOO HIGH, THEN STALLED AND MADE A HARD LANDING. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1898

8/12/82

MARLBORO, MA

A/C Reg. No. N5451H

Time (Lc1) - 1015 EDT

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1904

8/28/82

NORWOOD, MA

A/C Reg. No. N15752

Time (Lcl) - 1500 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 - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

NONE

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2050

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/005 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

NORWOOD

Runway Ident - 35

Runway Lth/Wid - 3993/ 150

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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
29	0	UNK/NR	26

Make/Model- 27

Instrument- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A LOCAL FLIGHT AND RETURNED TO THE AIRPORT TO PRACTICE LANDINGS. JUST PRIOR TO TOUCHDOWN ON HIS SECOND TOUCH-AND-GO, THE NOSE WENT TO THE RIGHT. LEFT RUDDER WAS APPLIED TO RE-ALIGN THE AIRCRAFT TO THE CENTERLINE OF THE RUNWAY. AT ABOUT THAT POINT IN THE LANDING, THE AIRCRAFT TURNED SHARPLY TO THE LEFT AND THE PILOT LOST DIRECTIONAL CONTROL. THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY, AND SUBSEQUENTLY, THE NOSE GEAR COLLAPSED AND THE PLANE WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1904

8/28/82

NORWOOD, MA

A/C Reg. No. N15752

Time (Lcl) - 1500 EDT

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

Finding(s)

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

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1840 9/11/82 WEST YARMOUTH, MA A/C Reg. No. N7674R Time (Lcl) - 1515 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						

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

Make/Model	- BEECH B23	Eng Make/Model	- LYCOMING O-360-A2G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	HYANNIS, MA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed-	VARIABLE	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- NONE	Type of Clearance	- UNK/NR
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- GRASS/TURF
Obstructions to Vision-	NONE		Runway Status
Precipitation	- NONE		- HIGH VEGETATION
Condition of Light	- DAYLIGHT		SOFT

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 177
SE LAND	Months Since - 1	Make/Model-	119
	Aircraft Type - UNK/NR	Instrument-	31
		Last 24 Hrs	- 0
		Last 30 Days-	UNK/NR
		Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 30 MIN AFTER TAKEOFF, THE ENGINE LOST POWER AT ABOUT 1000 FT AGL WHEN THE PILOT ADDED POWER TO CLIMB. HE WAS UNABLE TO RESTART THE ENGINE AND ELECTED TO LAND ALONG THE SHORELINE. DURING THE APPROACH, THE AIRCRAFT COLLIDED WITH POWER LINES. REPORTEDLY, THE PILOT THEN STALLED THE PLANE WHILE AVOIDING A HOUSE, THE AIRCRAFT DROPPED INTO A MARSH AND IT SLIDE ABOUT 100 FT BEFORE COMING TO A STOP. AN OPERATIONAL CHECK OF THE ENGINE REVEALED THAT THE SLEET DUCT BETWEEN THE CARBURETOR AND CARBURETOR AIRBOX WAS WORN. ABOVE 1200 TO 1500 RPM, THE DUCT WOULD COLLAPSE AND THE ENGINE WOULD QUIT.

Brief of Accident (Continued)

File No. - 1840

9/11/82

WEST YARMOUTH, MA

A/C Reg. No. N7674R

Time (Lc1) - 1515 EDT

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

Finding(s)

1. FUEL SYSTEM, RAM AIR - WORN
 2. FUEL SYSTEM, RAM AIR - BLOCKED(TOTAL)
-

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 - WIRE, TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #4 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. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
 8. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1834

9/18/82

HYANNIS,MA

A/C Reg. No. N46872

Time (Lcl) - 1240 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 -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/010 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PLYMOUTH,MA

Destination

HYANNIS,MA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - TOWER

Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

HYANNIS MUNICIPAL

Runway Ident - 24

Runway Lth/Wid - 5567/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 62

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 67

Last 24 Hrs - 0

Make/Model- 40

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A CROSS-COUNTRY, THE PILOT LANDED ON RUNWAY 23. THE WIND WAS REPORTED TO BE FROM 240 DEG AT 10, GUSTING TO 20 KTS. THE PILOT REPORTED THAT DURING THE LANDING, THE PLANE TOUCHED DOWN ON THE MAIN GEAR, AND NOSED OVER ONTO THE PROPELLER. HE STATED THAT THE NOSE WHEEL CAME OFF AND THE PROPELLER WAS BENT BADLY.

Brief of Accident (Continued)

File No. - 1834

9/18/82

HYANNIS, MA

A/C Reg. No. N46872

Time (Lc1) - 1240 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1849 5/28/82 COLUMBIA, MD A/C Reg. No. N187Q Time (Lc1) - 1058 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PUBLIC - STATE/LOCAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire
NONE

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

Make/Model - BEECH D95A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 4200

No. of Seats - 5

Eng Make/Model - LYCOMING IO-360-B1B

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 120/006 KTS

Visibility - 1.5 SM

Cloud Conditions(1st) - 500 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PORTSMOUTH, VA

Destination

BALTIMORE, MD

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Approach Flown - ILS - COMPLETE
RADAR MONITORED

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - B-D95A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2134

Make/Model- UNK/NR

Instrument- 77

Multi-Eng - 100

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 15

Rotorcraft - 800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS VECTORED TO INTERCEPT THE LOCALIZER COURSE FOR AN ILS APPROACH TO RWY 10 AT BALT-WASH-INTL ARPT. IT WAS THEN OBSERVED TO FLY THROUGH & TO THE NORTH OF THE LOCALIZER COURSE. THE ACFT WAS THEN DIRECTED TO TURN LEFT TO A HEADING OF 360 FOR RESEQUENCING, HOWEVER THE ACFT WAS OBSERVED MAKING A 360 TO THE RIGHT. THE ACFT WAS TRACKED BY THE RADAR COMPUTER IN A RIGHT TURN, COMPLETING ALMOST 360 DEG OF TURN WITH A STEADY GROUNDSPED DECAY ACCOMPANIED BY ERRATIC ALTITUDE EXCURSIONS. THIS WAS FOLLOWED BY AN ABRUPT COURSE REVERSAL, RAPID GROUNDSPED DECAY, & CONTINUED ERRATIC ALTITUDE EXCURSIONS. THE ACFT CRASHED INTO A HOUSE IN A RESIDENTIAL SECTION OF COLUMBIA IN AN INVERTED POSITION. THE ACFT'S AFT CG LIMIT WAS EXCEEDED. THIS WOULD RESULT IN A DETERIORATION OF THE ACFT'S DYNAMIC STABILITY WHICH WOULD PRODUCE EXAGGERATED ACFT REACTIONS TO OTHERWISE NORMAL CONTROL DISPLACEMENT INPUTS. THE PLT HAD NOT LOGGED ANY INSTRUMENT TIME OR INSTRUMENT APPROACHES DURING THE SIX MONTHS PRECEEDING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1849

5/28/82

COLUMBIA, MD

A/C Reg. No. N187Q

Time (Lc1) - 1058 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
6. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - RESIDENCE

----Probable Cause----

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

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. - 1881

7/16/82

FREDERICK, MD

A/C Reg. No. N8519F

Time (Lcl) - 1810 EDT

-----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 - TEST
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

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

Make/Model - WINDWAGON
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - WATSON "VW" GW-10
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 36 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- 160/006 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FREDERICK MUNI.
Runway Ident - 23
Runway Lth/Wid - 3800/ 100
Runway Surface - ASPHALT
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 - 28

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 539	Last 24 Hrs - 0
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-----

THIS WAS THE INITIAL TEST FLIGHT FOR THE EXPERIMENTAL AMATEUR BUILT AIRCRAFT. TWO GALLONS OF FUEL WAS ADDED TO THE AIRCRAFT WHICH DID NOT COMPLETELY FILL THE TANK. AFTER REFUELING, NUMEROUS HIGH SPEED TAXI RUNS AND LOW ALTITUDE LIFT-OFFS AND LANDINGS WERE MADE ON RUNWAY 23. THE PILOT WAS THEN OBSERVED TO MAKE A NORMAL TAKEOFF AND CLIMB TO ABOUT 100 FT AGL. HE THEN TURNED 90 DEG LEFT AND CONTINUED CLIMBING TO ABOUT 300 FT AGL. ANOTHER 90 DEG TURN WAS MADE TO DOWNWIND AND THE CLIMB WAS CONTINUED UNTIL ABEAM THE MIDPOINT OF THE AIRPORT. AT ABOUT THAT TIME, THE RIGHT WING DROPPED AND THE PLANE ENTERED A SPIN AND CRASHED. THE CONDITION OF THE PROPELLER SUGGESTED THE ENGINE WAS NOT DEVELOPING POWER AT IMPACT. NO INTERNAL MALFUNCTION WAS EVIDENT. THE FUEL TANK HAD RUPTURED BUT THERE WAS NO SIGN OR ODOR OF FUEL. NO FUEL WAS FOUND IN THE FUEL SYSTEM TO THE ENGINE.

Brief of Accident (Continued)

File No. - 1881

7/16/82

FREDERICK,MD

A/C Reg. No. N8519F

Time (Lcl) - 1810 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 4. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL/SPIN - 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) 1,2,3,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1977 7/31/82 HAMLIN, ME A/C Reg. No. N1344M Time (Lcl) - 0930 EST

-----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	-CLIMB					

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

Make/Model	- BOEING PT-17	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2717	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 250 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - ROUGH</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 768
SE LAND, SE SEA	Months Since - 2	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 94

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED A PRIVATE STRIP WITH 150 GALLONS OF WATER MIXED WITH FUNGICIDE AND INSECTICIDE. AFTER TAKEOFF, HE TURNED AND BEGAN CLIMBING OVER RISING TERRAIN. THE TERRAIN SLOPED UPWARD FROM A RIVER, RISING ABOUT 400 FT. THE PILOT REPORTED THAT HE FAILED TO OUT-CLIMB THE TERRAIN. THE AIRCRAFT SETTLED IN A POTATOE FIELD NEAR THE TOP OF THE RIDGE AND OVERTURNED. REPORTEDLY, THE LOAD WAS NOT JETTISONED BEFORE IMPACT. THE TEMPERATURE AND ELEVATION WERE ABOUT 85 DEGREES AND 650 FT, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1977

7/31/82

HAMLIN, ME

A/C Reg. No. N1344M

Time (Lcl) - 0930 EST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1858 9/11/82 VINALHAVEN, ME A/C Reg. No. N84220 Time (Lcl) - 1920 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
AUBURN, ME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 291	Last 24 Hrs	- 2
Make/Model-	141	Last 30 Days-	UNK/NR
Instrument-	28	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER AT 100 FEET OF ALTITUDE AFTER TAKEOFF. THE PILOT FOUND BY PUMPING THE THROTTLE, HE COULD REGAIN SOME POWER. THE AIRCRAFT COLLIDED WITH TREES AND CAME TO REST ON THE GROUND. THE MIXTURE CONTROL CABLE HAD SEPARATED ABOUT ONE INCH FROM IT ATTACHMENT END. THE MIXTURE WAS FOUND IN THE IDLE CUT-OFF POSITION.

Brief of Accident (Continued)

File No. - 1858

9/11/82

VINALHAVEN, ME

A/C Reg. No. N84220

Time (Lc1) - 1920 EDT

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

Finding(s)

1. MIXTURE CONTROL, CABLE - FAILURE, TOTAL

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. - 1836 9/17/82 AUGUSTA, ME A/C Reg. No. N4868U Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal	Serious	Minor	None
0	0	0	1
0	1	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 205A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SIMSBURY, CT
Destination
AUGUSTA, ME

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

AUGUSTA STATE
Runway Ident - 35
Runway Lth/Wid - 4199/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 70
Biennial Flight Review
Current - YES
Months Since - 25
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 17000
Make/Model- 60
Instrument- 2700
Multi-Eng - 10570
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING, A SEVERE DRAG ON THE LEFT LANDING GEAR OVERCAME PILOT'S ATTEMPTED CORRECTIONS. THE AIRCRAFT WENT OFF THE RUNWAY, DOWN AN EMBANKMENT AND OVERTURNED. THE LEFT BRAKE LOCKED, DUE TO CORROSION OF CARRIER PINS.

Brief of Accident (Continued)

File No. - 1836

9/17/82

AUGUSTA, ME

A/C Reg. No. N4868U

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - CORRODED
2. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - DOWNHILL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1927 7/12/82 SAGINAW,MI A/C Reg. No. N6444K Time (Lcl) - 1529 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 - LANDING

Fire
NONE

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

Make/Model - REPUBLIC RC-3
Landing Gear - AMPHIBIAN
Max Gross Wt - 2980
No. of Seats - 4

Eng Make/Model - FRANKLIN B9F
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- 270/020 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARBOR SPRINGS,MI
Destination
TROY,MI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HARRY BROWNE
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)

PRIVATE
SE LAND,ME LAND,SE SEA

Age - 48

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2018	Last 24 Hrs - 2
Make/Model- 43	Last 30 Days- UNK/NR
Instrument- 409	Last 90 Days- 50
Multi-Eng - 1443	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE TOOK OFF WITH 35 GAL OF FUEL ABOARD. AFTER ABOUT 128 NAUTICAL MILES, THE ENGINE LOST POWER. WHILE LANDING IN A MUDDY CORN FIELD WITH THE GEAR RETRACTED, THE AIRCRAFT SLID A SHORT DISTANCE THEN NOSED OVER. ONE OF THE FIRST PERSONS TO ARRIVE AT THE SCENE STATED THAT HE COULD NOT RECALL SMELLING FUEL. THE NEXT MORNING (AFTER THE AIRCRAFT WAS INVERTED ALL NIGHT), HE ARRIVED AT THE SCENE AND NOTED THAT THE FUEL CAP WAS DANGLING BY ITS CHAIN, BUT HE DID NOT RECALL THE CAP DANGLING ON THE NIGHT BEFORE. IT WAS NOTED THAT THE AIRCRAFT HAD BEEN BROKEN INTO OVER NIGHT AND SEVERAL ARTICLES HAD BEEN REMOVED. AN INSPECTION AND OPERATIONAL CHECK OF THE ENGINE REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 1927

7/12/82

SAGINAW,MI

A/C Reg. No. N6444K

Time (Lcl) - 1529 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 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - WET
 4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - HIGH VEGETATION
-

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) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1926 7/12/82 DAVISON,MI A/C Reg. No. N8902F Time (Lcl) - 1640 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 1550
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-B1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 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 - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 270/020 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FLINT,MI
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DAVISON.GENOVA
Runway Ident - 26
Runway Lth/Wid - 3526/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

HELICOPTER

Age - 33

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1350

Make/Model- 71

Instrument- 87

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 32

Rotorcraft - 1350

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING A 180 DEGREE PEDAL TURN TO THE RIGHT WHILE HOVERING. THE INSTRUCTOR PILOT (IP) STATED THAT AFTER 90 DEGREES OF TURN, THE RATE OF TURNING STARTED TO INCREASE AND THE STUDENT APPLIED LEFT PEDAL TO SLOW THE TURN. THE IP NOTED THAT THE RPM HAD DROPPED BELOW THE NORMAL RANGE AND TOOK CONTROL OF THE HELICOPTER. THE IP INCREASED THE RPM AND ADDED LEFT PEDAL, BUT THE HELICOPTER CONTINUED TO TURN TO THE RIGHT. HE THEN INITIATED A HOVERING AUTOROTATION, BUT DURING TOUCHDOWN, THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 1926

7/12/82

DAVISON,MI

A/C Reg. No. N8902F

Time (Lc1) - 1640 EDT

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1936 7/18/82 YPSILANTI, MI A/C Reg. No. N52GS Time (Lcl) - 0957 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	5
Accident Occurred During - TAXI						

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

Make/Model - BEECH 36	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	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 - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MACINAC, MI	WILLOW RUN
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 10000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 30000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1584
SE LAND	Months Since - 24	Make/Model- 41
	Aircraft Type - UNK/NR	Instrument- 66
		Multi-Eng - 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE ENGINE WAS STARTED, THE PILOT FOUND THAT HE NEEDED A NEW MICROPHONE. HE STATED THAT HE LEANED OVER TO THE RIGHT TO HELP THE PASSENGER OPEN THE DOOR AND APPARENTLY BUMPED THE THROTTLE. THE AIRCRAFT MOVED AND STRUCK A PARKED GRUMMAN AMERICAN AA-5A, N9929U.

Brief of Accident (Continued)

File No. - 1936

7/18/82

YPSILANTI,MI

A/C Reg. No. N52GS

Time (Lcl) - 0957 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1845 8/02/82 STANDARD ROCK,MI A/C Reg. No. N6164V Time (Lc1) - 1533 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
2

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

Make/Model - LAKE LA-4-200
Landing Gear - AMPHIBIAN
Max Gross Wt - 2690
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360 A1B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
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- 320/010 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARQUETTE,MI

Destination

STANDARD ROCK,MI

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE SUPERIOR

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER - CHOPPY

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 - 0

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1606

Make/Model- 105

Instrument- 93

Multi-Eng - 11

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON A LAKE TO FISH, THE WATER GOT ROUGH, SO THE PILOT ATTEMPTED A TAKEOFF. DURING THE TAKEOFF RUN, THE LEFT FLOAT HIT A WAVE AND BROKE OFF. THE TAKEOFF WAS ABORTED WITHOUT FURTHER DAMAGE.

Brief of Accident (Continued)

File No. - 1845

8/02/82

STANDARD ROCK,MI

A/C Reg. No. N6164V

Time (Lcl) - 1533 EDT

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

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 OTHER GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. LANDING GEAR,FLOAT ASSEMBLY - OVERLOAD
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1826 8/18/82 HOLLAND,MI A/C Reg. No. N93019 Time (Lcl) - 2245 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	3

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

Fire
NONE

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-L-4A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/004 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
TRAVERSE CITY,MI
Destination
HOLLAND,MI

Airport Proximity
ON AIRPORT

Airport Data
TULIP CITY

Runway Ident - 08
Runway Lth/Wid - 3960/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-210

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

Total	-	608	Last 24 Hrs -	5
Make/Model-	187	Last 30 Days-	10	
Instrument-	102	Last 90 Days-	20	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING, THE AIRCRAFT SWERVED TO THE LEFT AND WENT OFF THE RUNWAY. THE LEFT GEAR STRUCK A RUNWAY LIGHT FIXTURE AND FAILED. ALSO, THE HORIZONTAL STABILIZER HIT A RUNWAY LIGHT AND WAS DAMAGED. AN INSPECTION OF THE WHEEL ASSEMBLY REVEALED NO MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1826

8/18/82

HOLLAND, MI

A/C Reg. No. N93019

Time (Lcl) - 2245 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 - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - RUNWAY LIGHT
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1810 8/20/82 FRANKFORD, MI A/C Reg. No. N26805 Time (Lc1) - 1920 EDT

-----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	0

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

Fire
NONE

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

Make/Model - GRUMMAN 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/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- 320/019 KTS
Visibility - 15.0 SM

Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - 15000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT WAYNE, IN
Destination
FRANKFORD, MI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FRANKFORD
Runway Ident - 32
Runway Lth/Wid - 2750/ 80
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 28
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 - 58
Make/Model- 4
Instrument- 3
Last 24 Hrs - 3
Last 30 Days- 4
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED HARD AND LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. HE EXECUTED THE LANDING INTO A 19 KT HEAD WIND, IN THE RAIN, WITH A WET RUNWAY.

Brief of Accident (Continued)

File No. - 1810

8/20/82

FRANKFORD,MI

A/C Reg. No. N26805

Time (Lc1) - 1920 EDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - WET
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

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. - 1918 9/09/82 ZILWAUKER, MI A/C Reg. No. N9463A Time (Lcl) - 1300 EDT

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

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

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

Make/Model - BENSEN BM8	Eng Make/Model - MCCULLOCK 4318AX	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROWNE
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, PRIVATE	Current - NO	Total - 243
SE LAND	Months Since - UNK/NR	Make/Model- 63
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 0
		Last 90 Days- 3
		Rotorcraft - 54

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT AT ABOUT 1500 FT AGL, THE AIRCRAFT ENGINE LOST POWER. THE PILOT MADE A STEEP APPROACH TO LAND IN A SMALL FIELD SURROUNDED BY POWER LINES. HE STATED THAT DURING AN EXTREME FLARE TO STOP THE FORWARD FLIGHT, THE MAIN ROTOR BLADES HIT THE GROUND AND THE ROTOR MAST FAILED. AN EXAMINATION OF THE ENGINE REVEALED THAT THE NO. 1 AND NO. 2 PISTONS WERE DAMAGED BY NEEDLE BEARINGS FROM THE NO. 2 WRIST PIN, MCCULLOCK PN GB138X.

Brief of Accident (Continued)

File No. - 1918

9/09/82

ZILWAUKER, MI

A/C Reg. No. N9463A

Time (Lc1) - 1300 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, PARTIAL
-

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

Finding(s)

2. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1913 9/12/82 MARSHALL,MI A/C Reg. No. N32BP Time (Lcl) - 0910 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BREEZY RLU-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 850
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-GPU
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- 180/005 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
PLAINWELL,MI
Destination
MARSHALL,MI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BROOKS
Runway Ident - 28
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 684
Make/Model- 38
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. SUBSEQUENTLY, IT DEPARTED THE RIGHT SIDE OF THE RUNWAY AND TURNED OVER. AN EXAMINATION OF THE WHEEL BRAKES REVEALED NO MECHANICAL FAILURE OR MALFUNCTION. REPORTEDLY, THERE WAS A CROSSWIND FROM THE LEFT AT 5 KTS.

Brief of Accident (Continued)

File No. - 1913

9/12/82

MARSHALL,MI

A/C Reg. No. N32BP

Time (Lc1) - 0910 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1886 7/16/82 DEER RIVER, MN A/C Reg. No. N9944T Time (Lcl) - 1030 CDT

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

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

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

Make/Model - CESSNA 182C	Eng Make/Model - CONTINENTAL O-470L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANGLE INLET, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LEROY, MN	
Wind Dir/Speed- VARIABLE/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 100 FT INDEFINITE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- FOG		HIGH VEGETATION
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 - 1413
SE LAND, ME LAND	Months Since - 25	Make/Model- 68
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 48
		Multi-Eng - 34
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 45
		Rotorcraft - 1000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE WAS BRIEFED BY THE FLIGHT SERVICE STATION, HE WAS TOLD THE CEILINGS WERE LOW, BUT VFR CONDITIONS WERE EXPECTED BY 1000 CDT. THE PILOT DEPARTED AT 0850 CDT IN WEATHER CONDITIONS THAT HE ESTIMATED TO BE 1000 FT OVERCAST WITH 8 MI VISIBILITY. HE REPORTED THAT AT FIRST, THE WEATHER CONDITION IMPROVED, BUT THE HE ENCOUNTERED AN AREA OF FOG. A PRECAUTIONARY LANDING WAS MADE ON A GRAVEL ROAD. DURING THE LANDING ROLL, THE RIGHT WING TIP HIT A SMALL PINE TREE WHICH PULLED THE AIRCRAFT TO THE RIGHT. THE PILOT REPORTED THAT HE OVERCORRECTED FOR THE SITUATION AND THE AIRCRAFT HIT TALL GRASS AND WENT IN A DITCH ON THE LEFT.

Brief of Accident (Continued)

File No. - 1886

7/16/82

DEER RIVER, MN

A/C Reg. No. N9944T

Time (Lc1) - 1030 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH VEGETATION
 6. TERRAIN CONDITION - DITCH
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1848 7/23/82 ISLE,MN A/C Reg. No. N733CH Time (Lcl) - 1305 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

1

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

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

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AITKIN,MN
Destination
ISLE,MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
ON AIRSTRIP

Airport Data

ISLE SOUTH CAMPGROUND
Runway Ident - 34
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21

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	-	283	Last 24 Hrs	-	0
Make/Model	-	155	Last 30 Days	-	UNK/NR
Instrument	-	51	Last 90 Days	-	25
			Rotorcraft	-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A CROSS-COUNTRY FLIGHT AND BEGAN AN APPROACH TO A PRIVATE AIRSTRIP. HE REPORTED THAT THE WEATHER CONDITIONS WERE GOOD WITH LIGHT TURBULENCE. ABOUT 100 FT FROM THE THRESHOLD, THE AIRCRAFT BEGAN TO SETTLE AND THE PILOT ADDED POWER. HOWEVER, THE PLANE TOUCHED DOWN IN BRUSH AND LONG GRASS, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 1848

7/23/82

ISLE,MN

A/C Reg. No. N733CH

Time (Lcl) - 1305 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 1950 7/28/82 PLAINVIEW,MN A/C Reg. No. N19JM Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----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 - 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	FARM STRIP,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2537
	Months Since - 6	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 175
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 28
		Rotorcraft - 2537

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE MAKING CLEANUP SWATHS OVER AN ODD SHAPED PORTION OF A CORN FIELD, THE PILOT MADE TWO TURNS OF ABOUT 220 DEGREES EACH IN CLOSE PROXIMITY TO EACH OTHER. THE SECOND TURN WAS MADE DOWNWIND FROM TWO PREVIOUS SWATHS THAT HAD JUST BEEN COMPLETED. DURING A TIGHT TURN, THE HELICOPTER ENCOUNTERED ITS OWN WASH, THEN STRUCK THE GROUND. THE PILOT REPORTED A LIGHT AND VARIABLE WIND FROM THE NORTHEAST.

Brief of Accident (Continued)

File No. - 1950

7/28/82

PLAINVIEW,MN

A/C Reg. No. N19JM

Time (Lcl) - 1430 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1890 7/29/82 CHATFIELD, MN A/C Reg. No. N6489B Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
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 - 115 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 300/026 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

MEADOWBROOK
Runway Ident - 36
Runway Lth/Wid - 1800/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 363	Last 24 Hrs	- 10
Make/Model	- 143	Last 30 Days	- UNK/NR
Instrument	- 4	Last 90 Days	- 88

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS LANDING ON RUNWAY 36 AT A PRIVATE AIRPORT WITH A CROSSWIND FROM 300 DEG AT 17, GUSTING 26 KTS. THE WIND WAS BLOWING OVER TALL TREES ALONG THE LEFT SIDE OF THE RUNWAY, NEAR THE APPROACH END. THE PILOT STATED THAT THIS RESULTED IN A DOWNDRAFT AND/OR A LOSS OF AIRSPEED. SUBSEQUENTLY, THE AIRCRAFT LANDED HARD DAMAGING THE NOSE GEAR MOUNTING, PROPELLER, ENGINE FIRE WALL AND CABIN FLOOR.

Brief of Accident (Continued)

File No. - 1890

7/29/82

CHATFIELD,MN

A/C Reg. No. N6489B

Time (Lc1) - 1800 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1883 8/02/82 CALEDONIA, MN A/C Reg. No. N19452 Time (Lcl) - 1230 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
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed - 135/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAMPTON, IO
Destination
CALEDONIA, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

CALEDONIA
Runway Ident - 31
Runway Lth/Wid - 3500/ 100
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 105
Make/Model - 105
Instrument - 0
Last 24 Hrs - 1
Last 30 Days - UNK/NR
Last 90 Days - 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE WIND WAS FROM ABOUT 135 DEG AT 10 KTS. HE STATED HE MADE A MISTAKE AND LANDED ON RUNWAY 31 INSTEAD OF 13. REPORTEDLY, HIS TOUCHDOWN WAS TOO FAR DOWN THE RUNWAY FOR A SAFE LANDING. HE INITIATED A GO-AROUND BUT THE STALL WARNING HORN SOUNDED AND HE DETERMINED THAT HE WOULD NOT BE ABLE TO FLY-OUT. THEREFORE, HE LANDED IN AN OAT FIELD WHERE THE PLANE HIT A RUT AND NOSED OVER. ABOUT 20 MI SOUTHEAST AT LACROSSE, WI, THE WIND WAS FROM 160 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1883

8/02/82

CALEDONIA, MN

A/C Reg. No. N19452

Time (Lc1) - 1230 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. - SELECTED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - PERFORMED - PILOT IN COMMAND
 6. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
 7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 8. TERRAIN CONDITION - ROUGH/UNEVEN
-

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) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1825 8/04/82 LE SUER,MN A/C Reg. No. N9309S Time (Lcl) - 2145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH B19	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MINNEAPOLIS,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LE SUER,MN	LESUER MUNICIPAL
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 113
SE LAND	Months Since - 11	Make/Model- 34
	Aircraft Type - BE-19	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LANDED SHORT OF THE RUNWAY COLLAPSING THE NOSE GEAR AND DAMAGING THE PROPELLER.

Brief of Accident (Continued)

File No. - 1825

8/04/82

LE SUER,MN

A/C Reg. No. N9309S

Time (Lcl) - 2145 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1844 8/20/82 NEAR BROOTEN,MN A/C Reg. No. N4090G Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
				0	0	0
						1
						0

-----Aircraft Information-----

Make/Model	- BELL 47G-4A	Eng Make/Model	- LYCOMING VO-540-B1B3	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO	
No. of Seats	- 2	Rated Power	- 280 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 225/005 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- NONE	Type of Clearance
Cloud Conditions(2nd)	- NONE	Type Approach Flown
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)	
ATP,CFI	Current - YES	Total - 8460	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 1	Make/Model- 1512	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 138	Last 90 Days- 175
		Multi-Eng - 460	Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD BEEN ENGAGED IN A SPRAYING OPERATION FOR 2.5 HRS WHEN HE RETURNED AND LANDED ON A FLAT BED TYPE TRAILER TO SERVICE THE HELICOPTER. AFTER THE HOPPER WAS SERVICED WITH 60 GAL OF HERBICIDE, THE PILOT BEGAN HIS TAKE OFF. HE STATED THAT JUST AFTER LIFT-OFF, THE HELICOPTER LOST POWER AND YAWED TO THE LEFT. HE STATED THAT HE ATTEMPTED TO CUSHION THE LANDING WITH THE COLLECTIVE, BUT THE GEAR COLLAPSED AND THE MAIN ROTOR HIT A FENCE. AN EXAMINATION REVEALED NO DISCREPANCIES OF THE TRANSMISSION OR ENGINE, EXCEPT THE SPARK PLUGS WERE SEVERELY WORN. AN ENGINE RUN-UP WAS MADE AND IT OPERATED SATISFACTORILY.

Brief of Accident (Continued)

File No. - 1844

8/20/82

NEAR BROOTEN, MN

A/C Reg. No. N4090G

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. IGNITION SYSTEM, SPARK PLUG - WORN
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1914 9/12/82 ANGLE INLET, MN A/C Reg. No. N8067V Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF		Pass 0	1	1	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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- 280/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - 3500 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>ANGLE INLET RESORT</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2400/ 80</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 295
SE LAND	Months Since - 5	Make/Model- 4
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF, THE AIRCRAFT LOST ALTITUDE AND CRASHED BEYOND THE DEPARTURE END OF THE RUNWAY. THE PILOT STATED THAT JUST AFTER TAKEOFF, THE STALL WARNING WAS HEARD. ALSO, HE REPORTED THAT WHEN THE AIRCRAFT REACHED AN ALTITUDE OF ABOUT 60 FT AGL, THERE WAS A LOSS OF PERFORMANCE, THEN THE AIRCRAFT ACTED ALMOST LIKE THERE WAS A SUDDEN DOWNDRAFT. A WITNESS OBSERVED THE AIRCRAFT IN A NOSE HIGH ATTITUDE BEFORE IT LOST ALTITUDE AND CRASHED. AN INSPECTION REVEALED NO MECHANICAL MALFUNCTION OR FAILURE OF ENGINE.

Brief of Accident (Continued)

File No. - 1914

9/12/82

ANGLE INLET, MN

A/C Reg. No. N8067V

Time (Lc1) - 1000 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1867 5/09/82 SMITHVILLE, MO A/C Reg. No. N1877L Time (Lcl) - 1150 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
1 0
2 2

None
0
0

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL RIO-520-BA12B ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP - FUEL INJECTED Weather Radar - NO
Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/020 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DYERSBURG, TN
Destination
KANSAS CITY, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KANSAS CITY INTERNATIONAL
Runway Ident - 19
Runway Lth/Wid - 10801/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - BE-A36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1046 Last 24 Hrs - 0
Make/Model- 989 Last 30 Days- 13
Instrument- 85 Last 90 Days- 40
Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A LOSS OF POWER & UNABLE TO REACH THE ARPT. THE ACFT COLLIDED WITH TREES DURING THE FORCED LANDING & THEN LANDED HARD, GEAR UP, IN A FARMYARD. EXAMINATION REVEALED THAT THE LEFT FUEL TANK WAS EMPTY. THE RIGHT FUEL TANK WAS FULL & THE FUEL SELECTOR WAS ON THE LEFT TANK. THE FUEL SYSTEM CONTAINED ABOUT ONE OUNCE OF FUEL.

Brief of Accident (Continued)

File No. - 1867

5/09/82

SMITHVILLE, MO

A/C Reg. No. N1877L

Time (Lc1) - 1150 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. OBJECT - TREE(S)
-

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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1805

7/30/82

NEOSHO, MO

A/C Reg. No. N75A

Time (Lcl) - 0850 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	-APPROACH				
		Crew	1	0	0
		Pass	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - THORP T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - LYCOMING O-290G
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 350/001 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 10000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SHERMAN, TX
Destination
NEOSHO, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 19
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1000
Last 24 Hrs	- 2
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AFTER IT ENTERED THE TRAFFIC PATTERN FOR A LANDING. A WITNESS REPORTED THAT HE OBSERVED THE AIRCRAFT CLOSE IN ON A BASE LEG AS THE PILOT BEGAN A TURN TO FINAL APPROACH. HE ESTIMATED THAT THE PILOT WAS IN A 60 DEG TURN AT ABOUT 150 FT AGL, AND WAS NEITHER CLIMBING NOR DESCENDING, WHEN THE RIGHT WING DROPPED AND THE PLANE NOSED OVER. THE AIRCRAFT IMPACTED IN A STEEP NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1805

7/30/82

NEOSH0,MO

A/C Reg. No. N75A

Time (Lc1) - 0850 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1830 8/18/82 CAMDENTON,MO A/C Reg. No. N550MA Time (Lcl) - 0925 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8930
No. of Seats - 9

Eng Make/Model - GARRETT TPE-331-1-151
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 605 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEBANON,MO
Destination
CAMDENTON,MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

CAMDENTON MEMORIAL
Runway Ident - 15
Runway Lth/Wid - 3435/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 46

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - MU-2B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 4820
Make/Model-	172
Instrument-	UNK/NR
Multi-Eng -	2172
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED HARD DAMAGING THE LANDING GEAR ON A PAVED AREA SHORT OF THE DISPLACED THRESHOLD. FLAPS WERE SET AT 20 DEGREES INSTEAD OF 40 DEGREES. AFTER INITIAL LANDING, THE AIRCRAFT SWERVED RIGHT AND WENT OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1830

8/18/82

CAMDENTON, MO

A/C Reg. No. N550MA

Time (Lcl) - 0925 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - DISPLACED THRESHOLD
2. LOWERING OF FLAPS - INADEQUATE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR - OVERLOAD

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1958 9/05/82 WARRENSBURG, MO A/C Reg. No. N13592 Time (Lcl) - 0020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		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

SUBSTANTIAL
Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 210/005 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
TULSA, OK
Destination
KANSAS CITY, MO

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 - VFR FLT FOLLOWING
Type Approach Flown - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 289
Make/Model- 25
Instrument- 48
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A FLIGHT FROM TULSA, OK TO GRAVOIS MILLS, MO. AT GRAVOIS MILLS, HE MADE TWO APPROACHES TO THE WULFF HARBOR AIRPORT, BUT IT WAS DARK AND HE WAS NOT FAMILIAR WITH THE AIRFIELD. SO HE DIVERTED TO KANSAS CITY, MO. WHILE EN ROUTE TO KANSAS CITY, THE ENGINE STOPPED OPERATING AND A FORCED LANDING WAS MADE ON A ROAD. DURING THE LANDING, THE AIRCRAFT RAN OFF THE ROAD AND INTO A DITCH, THEN HIT A FENCE. THE PILOT STATED THAT THE FUEL GAUGES INDICATED 1/4 FULL WHEN THE ENGINE LOST POWER. AN EXAMINATION REVEALED THAT BOTH FUEL TANKS WERE EMPTY. MEDICINE AND BEER CANS WERE FOUND IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1958

9/05/82

WARRENSBURG,MO

A/C Reg. No. N13592

Time (Lc1) - 0020 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - INCORRECT
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. LIGHT CONDITION - NIGHT
6. TERRAIN CONDITION - DITCH

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1851 9/11/82 PLATTSBURG,MO A/C Reg. No. N60WW Time (Lcl) - 0941 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - STARDUSTER TOO
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1950
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360-A4A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Runway Ident - 17
Runway Lth/Wid - 2094/ 24
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12177
Make/Model- 40
Instrument- UNK/NR
Multi-Eng - 10827
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 150
Rotorcraft - 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 100 FT AGL DURING TAKEOFF, THE ENGINE QUIT. THE ACFT CRASHED IN A WOODED AREA SOUTHEAST OF THE ARPT BOUNDARY.
NO FUEL WAS FOUND ONBOARD.

Brief of Accident (Continued)

File No. - 1851

9/11/82

PLATTSBURG,MO

A/C Reg. No. N60WW

Time (Lc1) - 0941 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 - EXHAUSTION
3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1974 9/28/82 POINT LOOKOUT, MO A/C Reg. No. N2901H Time (Lc1) - 1955 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	HARRISON, AR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	POINT LOOKOUT, MO	M. GRAHAM CLARK
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 169
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 144

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE UNICOM HAD RECOMMENDED THAT RUNWAY 11 BE USED. HOWEVER, THE STUDENT PILOT LANDED ON RUNWAY 29 WITH A QUARTERING TAIL WIND. ACCORDING TO WITNESSES, THE AIRCRAFT TOUCHED DOWN ABOUT, 2800 FT BEYOND THE APPROACH END OF THE RUNWAY, THEN IT SLID OFF THE DEPARTURE END WHILE THE STUDENT WAS APPLYING HEAVY BRAKING ACTION. AFTER DEPARTING THE RUNWAY, IT WENT DOWN AN EMBANKMENT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1974

9/28/82

POINT LOOKOUT,MO

A/C Reg. No. N2901H

Time (Lc1) - 1955 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
-

----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. - 1822 8/21/82 HOLLY SPRINGS, MS A/C Reg. No. N7320M Time (Lcl) - 2050 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES-UNK/NR
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 - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FORT MYERS, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OMAHA, NE	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5125
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model- 500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 2170
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 307
		Rotorcraft - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT, AN AIRCRAFT MECHANIC, MADE A NIGHT FORCED LANDING ON A HIGHWAY NEAR HOLLY SPRINGS, MS. DURING THE LANDING ROLL, THE RIGHT WING CONTACTED TWO SIGNPOSTS WHICH CAUSED SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE AIRCRAFT CONTINUED 520 FEET BEFORE LEAVING THE RIGHT SIDE OF THE ROAD, THEN CROSSED AN DITCH, HIT TWO TREES AND CAME TO REST IN AN UPRIGHT, RIGHT-WING-LOW ATTITUDE IN FRONT OF A PRIVATE RESIDENCE. AFTER THE ACCIDENT THE FUEL TANKS WERE EXAMINED AND FOUND EMPTY.

Brief of Accident (Continued)

File No. - 1822

8/21/82

HOLLY SPRINGS,MS

A/C Reg. No. N7320M

Time (Lcl) - 2050 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT -
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1842 8/27/82 GUNNISON, MS A/C Reg. No. N6787K Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - APPLYING SEEDS, CHEMICALS, ETC	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164C	Eng Make/Model - WRIGHT R-1820-71	ELT Installed/Activated - NO	N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR	
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 900 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - ROUGH
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	12
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 0	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND	Months Since - 3	Make/Model- 430
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE SMELLED SOMETHING HOT WHILE SPRAYING. HE CHECKED THE INSTRUMENTS AND NOTED THAT THE OIL TEMPERATURE GAUGE WAS INDICATING OFF THE HIGH SIDE OF THE SCALE. HE STARTED TO MAKE A PRECAUTIONARY LANDING BUT THE ENGINE SEIZED DURING FINAL APPROACH. A FORCED LANDING WAS MADE IN A FRESHLY PLOWED FIELD WHERE THE PLANE NOSED OVER. A TEARDOWN OF THE ENGINE REVEALED THAT A MASTER ROD SPACER, PN 117547, HAD FAILED. WITHOUT THIS SPACER THE MASTER ROD WOULD NOT BE PROPERLY LUBRICATED, AND REPORTEDLY, THE ENGINE COULD SEIZE. FURTHER INVESTIGATION REVEALED THAT THE ENGINE HAD BEEN OVERHAULED 93 HRS PRIOR TO THE ACCIDENT. FOLLOWING THE OVERHAUL, THE ENGINE HAD A PROBLEM LEAKING OIL PAST THE VALVES, SO IT WAS TAKEN BACK TO THE OVERHAUL FACILITY. SEVEN CYLINDERS WERE REMOVED AND REWORKED. THE ACCIDENT OCCURRED FOLLOWING A BRIEF BREAK-IN PERIOD AFTER THAT.

Brief of Accident (Continued)

File No. - 1842

8/27/82

GUNNISON,MS

A/C Reg. No. N6787K

Time (Lc1) - 1530 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LUBRICATING SYSTEM,OIL SEAL - LEADED PLUGS
 2. ENGINE ASSEMBLY,BEARING - OVERTEMPERATURE
 3. ENGINE ASSEMBLY,MASTER ROD - BINDING(MECHANICAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1965 7/17/82 GATESVILLE, NC A/C Reg. No. N8870L Time (Lcl) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1560
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 09
Runway Lth/Wid - 2500/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 280	Last 24 Hrs - UNK/NR
Make/Model- 4	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH FOR LANDING, THE PILOT ADDED 1/3 FLAPS AND ADJUSTED THE THROTTLE TO CLEAR OBSTACLES. HE REPORTED THAT WHEN HE WAS ON SHORT FINAL, HE WAS DISTRACTED BY SEVERAL DEER THAT WERE APPROACHING THE TOUCHDOWN POINT. THE PILOT THEORIZED THAT THROUGH REFLEX ACTION, HE MUST HAVE APPLIED AFT YOKE WHICH DECREASED HIS AIRSPEED AND INCREASED HIS RATE OF DESCENT. THE AIRCRAFT COLLIDE WITH TWO POWER LINES. THE POWER LINES FAILED AND THE AIRCRAFT IMPACTED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1965

7/17/82

GATESVILLE, NC

A/C Reg. No. N8870L

Time (Lcl) - 2020 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - ANIMAL(S)
 2. AIRPLANE HANDLING - INATTENTIVE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1843 8/27/82 GREENSBORO, NC A/C Reg. No. N30445 Time (Lcl) - 1230 EDT

-----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	1	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360-A2F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2275	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NEW BERN, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREENSBORO, NC	AIR HARBOR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2420/ 25
Cloud Conditions(1st) - 1500 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 20000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 350
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING A LANDING ON RUNWAY 27, HE ENCOUNTERED GUSTY CROSSWINDS FROM 150 TO 160 DEG. THE SAID THE AIRCRAFT DRIFTED RIGHT ABOUT 30 FT. REPORTEDLY, HE WAS SLIPPING THE PLANE BACK TO THE RUNWAY WHEN THE AIRCRAFT LANDED HARD. DURING THE LANDING, THE NOSEWHEEL TOUCHED DOWN FIRST AND FAILED, THEN THE PLANE NOSED OVER. RUNWAY 27 WAS 25 FT WIDE AND SLOPED UPWARD TO THE WEST WITH A GRADIENT OF 1.36%. ABOUT 15 MIN AFTER THE ACCIDENT, THE WEATHER OBSERVATION AT THE GREENSBORO-HIGH POINT REGIONAL AIRPORT INDICATED THAT THE WIND WAS FROM 230 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1843

8/27/82

GREENSBORO, NC

A/C Reg. No. N30445

Time (Lc1) - 1230 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
 4. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1997 9/12/82 GOLDSBORO, NC A/C Reg. No. N3641J Time (Lcl) - UNK/NR

-----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 - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	GOLDSBORO WAYNE COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 04
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3700-N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 19	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	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS FLOWN BY AN UNAUTHORIZED PERSON AFTER IT HAD BEEN SECURED FOR THE NIGHT AND THE FLIGHT OPERATION HAD BEEN CLOSED. ON THE NEXT MORNING, THE PLANE WAS FOUND ABOUT 200 YARDS FROM THE DEPARTURE END OF RUNWAY 04, WHERE IT HAD CRASHED. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE PITOT COVER HAD NOT BEEN REMOVED. THE FLAPS WERE FOUND IN AN EXTENDED POSITION. IT WAS PRESUMED THAT THERE WERE NO SIGNIFICANT INJURIES.

Brief of Accident (Continued)

File No. - 1997

9/12/82

GOLDSBORO, NC

A/C Reg. No. N3641J

Time (Lc1) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - IMPROPER USE OF - PILOT IN COMMAND
 2. PITOT/STATIC SYSTEM - INOPERATIVE
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1894

8/27/82

OAKES,ND

A/C Reg. No. N7715H

Time (Lcl) - 1730 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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- VARIABLE/004 KTS
Visibility - 26.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 342
Make/Model- 70
Instrument- 70
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 71

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SEVERAL WITNESSES REPORTED THAT THE PURPOSE OF THE FLIGHT WAS BLACKBIRD CONTROL OF A SUNFLOWER FIELD. THERE WAS SPECULATION BY LOCAL RESIDENTS THAT THE AIRCRAFT WAS BEING USED TO SPREAD POISONED CORN. THIS WAS SUBSTANTIATED WHEN CORN AND A PORTION OF AN AVITROL BAG WERE FOUND LATER AT THE CRASH SITE. DURING THE FLIGHT, THE AIRCRAFT WAS OBSERVED FLYING AT LOW ALTITUDE, THEN PULLED UP OVER A ROW OF TREES NORTH OF THE ACCIDENT SITE. IT THEN PROCEEDED SOUTH TOWARD THE TOWN OF OAKES, ND AND MADE A STEEP TURN IN THE VICINITY OF THE PILOT'S HOME. WITNESSES STATED THAT THE AIRCRAFT WAS JUST ABOVE THE ROOFTOPS AND SEEMED TO SETTLE AND COLLIDE WITH A HOUSE. AFTER IMPACT, THE AIRCRAFT BURST INTO FLAME. THE AIRCRAFT AND A PORTION OF THE HOUSE WERE DESTROYED BY IMPACT AND FIRE.

Brief of Accident (Continued)

File No. - 1894

8/27/82

OAKES,ND

A/C Reg. No. N7715H

Time (Lc1) - 1730 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - RESIDENCE
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1922 8/09/82 SCOTTSBLUFF, NE A/C Reg. No. N1970A Time (Lcl) - 1020 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

-----Aircraft Information-----

Make/Model	- PIPER PA-20	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	- 1800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 090/008 KTS</p> <p>Visibility - 25.0 SM</p> <p>Cloud Conditions(1st) - 6000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 10000 FT BROKEN</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - RAIN SHOWER</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">RAWLINS, 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 style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SCOTTSBLUFF COUNTY</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 8280/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 240</p> <p style="padding-left: 20px;">Make/Model- 238</p> <p style="padding-left: 20px;">Instrument- 2</p> <p style="padding-left: 20px;">Last 24 Hrs - 10</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 91</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE PILOT RAISED THE TAIL AT ABOUT 50 MPH AND THE AIRCRAFT VEERED TO THE LEFT. DESPITE THE PILOT'S COUNTERMEASURES, IT DEPARTED THE LEFT SIDE OF THE RUNWAY. THE RIGHT GEAR THEN COLLAPSED AND THE RIGHT WING AND PROPELLER WERE DAMAGED. AN INSPECTION OF THE LEFT BRAKE REVEALED THAT THE COMPENSATING PORT ON THE MASTER CYLINDER WAS PLUGGED WITH DIRT. THIS WAS BINDING THE LEFT BRAKE TO THE EXTENT THAT THE LEFT WHEEL ASSEMBLY WOULD BARELY ROTATE.

Brief of Accident (Continued)

File No. - 1922

8/09/82

SCOTTSBLUFF, NE

A/C Reg. No. N1970A

Time (Lc1) - 1020 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN *

Finding(s)

1. HYDRAULIC SYSTEM - BLOCKED(PARTIAL)
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1835 9/11/82 ENFIELD, NH A/C Reg. No. N5185X Time (Lcl) - 1018 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CHAMPION 7GCBC	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx/Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ENFIELD, NH</p> <p>Destination GREENVILLE, ME</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 617</p> <p>Make/Model- 312</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 17</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A PARTIAL POWER LOSS AFTER TAKEOFF AND IN TRYING FOR BETTER LANDING TERRAIN COLLIDED WITH POWER LINES, A CAMP AND A CAR.

Brief of Accident (Continued)

File No. - 1835

9/11/82

ENFIELD,NH

A/C Reg. No. N5185X

Time (Lcl) - 1018 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 MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. OBJECT - WIRE,TRANSMISSION
3. OBJECT - RESIDENCE
4. 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1888 8/21/82 HO HO KUS,NJ A/C Reg. No. N57480 Time (Lcl) - 0925 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250C28B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 7	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MOONACHIE,NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5174
SE LAND	Months Since - 2	Make/Model- 471
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 272
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 116
		Rotorcraft - 5174

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN STRAIGHT AND LEVEL FLIGHT AT 1000 FT, THE PILOT HEARD A "POP" IN THE ENGINE AREA. HE NOTED THAT THE TURBINE OUTLET TEMPERATURE (TOT) BEGAN AN IMMEDIATE RISE TO THE HIGH YELLOW AREA INITIALLY, THE POWER WAS REDUCED TO 50% TORQUE AND THE TOT RETURNED TO THE GREEN ARC. THE PILOT STARTED TO DIVERT, BUT AFTER ABOUT 20 TO 30 SEC, THE TOT BEGAN RISING AGAIN, SO THE TORQUE WAS REDUCED TO 30%. THE HELICOPTER WAS OVER AN AREA OF TREES, BUT THE PILOT SAW A CULDESAC. AS HE WAS APPROACHING TO LAND, THE TOT BECAME UNCONTROLLABLE AND THE ENGINE WAS SHUT DOWN. AN AUTOROTATION WAS COMPLETED IN A TAIL LOW ATTITUDE TO PREVENT A GROUND RUN. DURING TOUCHDOWN, THE TAILBOOM WAS SEVERED AFT OF THE HORIZONTAL STABILIZER. DISASSEMBLY OF THE ENGINE REVEALED THAT THE SECOND STAGE TURBINE NOZZLE, PN 6893952, HAD SEPARATED FROM THE VANE PORTION OF THE NOZZLE.

Brief of Accident (Continued)

File No. - 1888

8/21/82

HO HO KUS,NJ

A/C Reg. No. N57480

Time (Lc1) - 0925 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY, GUIDE VANE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1887 8/26/82 MATAWAN,NJ A/C Reg. No. N1156U Time (Lcl) - 1850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ROBBINSVILLE,NJ	
Method - N/A	Destination MATAWAN,NJ	Airport Data MARLBORO
Completeness - N/A		Runway Ident - 27
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2170/ 40
Wind Dir/Speed- UNK/NR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(1st) - NONE	Type Approach Flown - NONE	
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 759
SE LAND,ME LAND	Months Since - 1	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 71
		Multi-Eng - 15
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE HAD NEVER BEEN AT THIS AIRPORT BEFORE. DURING ARRIVAL, HE LANDED ON RUNWAY 27 TOWARD THE SETTING SUN WITH A CROSSWIND FROM THE LEFT. HE STATED THAT HE TOUCHED DOWN FIRMLY ON THE FIRST 1/3 OF THE RUNWAY, THEN THE AIRCRAFT FLOATED BRIEFLY. HE REPORTED THAT HE GOT ALL WHEELS ON THE GROUND AND THE AIRSPEED BELOW VSO WITH ABOUT 1/3 OF THE RUNWAY REMAINING. FULL BRAKES WERE APPLIED, BUT DUE TO THE SUNGLARE, THE PILOT HAD DIFFICULTY JUDGING THE DISTANCE REMAINING. WHEN HE REALIZED HE COULD NOT STOP SAFELY ON THE RUNWAY, HE INITIATED A GO-AROUND AFTER LIFT-OFF AT THE END OF THE RUNWAY, THE AIRCRAFT MUSHED INTO BRUSH AND SMALL TREE STUMPS AND CAME TO REST ABOUT 200 FT FROM THE DEPARTURE END.

Brief of Accident (Continued)

File No. - 1887

8/26/82

MATAWAN, NJ

A/C Reg. No. N1156U

Time (Lc1) - 1850 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. LIGHT CONDITION - SUNGLARE
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 8. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

9. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1837 9/09/82 POMONA, NJ A/C Reg. No. N2441A Time (Lc1) - 1420 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 - TAXI

-----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-320
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- 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
ATLANTIC, NJ
Destination
POMONA, NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

BADER FIELD
Runway Ident - 11
Runway Lth/Wid - 2950/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11849	Last 24 Hrs	- 0
Make/Model-	7	Last 30 Days-	UNK/NR
Instrument-	872	Last 90 Days-	7
Multi-Eng	- 11033		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FROM LANDING, THE PILOT ATTEMPTED TO PASS BETWEEN A PARKED AIRCRAFT AND A PARKED FUEL TRUCK. THE WINGTIP OF THE TAXIING AIRCRAFT HIT A FENDER ON THE TRUCK.

Brief of Accident (Continued)

File No. - 1837

9/09/82

POMONA,NJ

A/C Reg. No. N2441A

Time (Lc1) - 1420 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1861 9/09/82 HAMMONTON, NJ A/C Reg. No. N23965 Time (Lcl) - 1330 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	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR/008 KTS</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 3000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 256
SE LAND	Months Since - UNK/NR	Make/Model- 133
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER AT 300 FEET AFTER TAKEOFF. THE PILOT STATED HE CHANGED THE FUEL SELECTOR AND TRIED A RESTART. THE AIRCRAFT BEGAN TO STALL, BUT THE PILOT LOWERED THE NOSE, THEN ROTATED TO SETTLE INTO TREES. THE AIRCRAFT FLIPPED INVERTED. NO MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1861

9/09/82

HAMMONTON,NJ

A/C Reg. No. N23965

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. OBJECT - TREE(S)

-----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. - 1859 9/18/82 MARLBORO, NJ A/C Reg. No. N8905D Time (Lcl) - 1130 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	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-22-160	Eng Make/Model	- LYCOMING O-320-B2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1840	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	MONMOUTH, NJ		
Wind Dir/Speed	- UNK/NR		Runway Ident	- UNK/NR
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- NONE	Type of Flight Plan	Runway Surface	- DIRT
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 - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 600	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 600	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER AFTER TAKEOFF. WHILE THE PILOT WAS ATTEMPTED TO LAND, THE LEFT WING OF THE AIRCRAFT COLLIDED WITH TREES AND THE PLANE CRASHED. THE FUEL WAS FOUND TO HAVE BEEN EXHAUSTED.

Brief of Accident (Continued)

File No. - 1859

9/18/82

MARLBORO,NJ

A/C Reg. No. N8905D

Time (Lc1) - 1130 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1857 9/30/82 HACKETTSTOWN,NJ A/C Reg. No. N8478W Time (Lcl) - 2026 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2175	Engine Type - RECIPROCATING-CARBURETOR	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	ALLEGHENY CO.,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TETERBORO,NJ	HACKETTSTOWN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 05
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2200/ 60
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 2927
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 353
		Multi-Eng - 1000
		Last 30 Days- UNK/NR
		Last 90 Days- 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PRIVATE PILOT (FOREIGN NATIONAL) WAS OCCUPYING THE LEFT FRONT SEAT WHILE A CERTIFIED FLIGHT INSTRUCTOR (CFI) WAS IN THE RIGHT FRONT SEAT. THE AIRCRAFT WAS ON A FLIGHT TO HACKETTSTOWN, NJ WHERE THE CFI AND A PASSENGER PLANNED TO DEPLANE, THEN THE PRIVATE PILOT AND ANOTHER PASSENGER PLANNED TO CONTINUE TO TETERBORO, NJ. DURING ARRIVAL AT HACKETTSTOWN, THE CFI REQUESTED TO TAKE CONTROL OF THE AIRCRAFT AND THE PRIVATE PILOT AGREED. WHILE LANDING ON RUNWAY 05 IN CALM WIND CONDITIONS, THE AIRCRAFT TOUCHED DOWN IN THE FIRST 1/3 OF THE RUNWAY. AFTER TOUCHING DOWN, THE CFI WENT TO APPLY BRAKES, ONLY TO FIND THAT HIS SIDE WAS NOT EQUIPPED WITH FOOT BRAKES. HE REQUESTED THAT THE PRIVATE PILOT APPLY BRAKES, BUT THE PRIVATE PILOT QUESTIONED THE REQUEST. BY THIS TIME, THE CFI HAD RAISED THE FLAPS, THEN REPEATED HIS DEMAND FOR THE PRIVATE PILOT TO APPLY BRAKES. THE CFI REACHED FOR THE HAND BRAKE, BUT TOO LATE TO STOP ON THE RUNWAY. THE PLANE CONTINUED OFF THE END & HIT DIRT MOUNDS WHERE THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1857

9/30/82

HACKETTSTOWN,NJ

A/C Reg. No. N8478W

Time (Lc1) - 2026 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. BRAKES(EMERGENCY) - DELAYED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
5. INSTRUCTIONS,WRITTEN/VERBAL - NOT UNDERSTOOD - COPILOT

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1969 7/25/82 ALBUQUERQUE,NM A/C Reg. No. N1884R Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING		Other	0	1	0	1

-----Aircraft Information-----

Make/Model - RAVEN RX-6	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1430	Engine Type - N/A	Weather Radar - NO
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - 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 - 41	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
	Months Since - 10	Make/Model- 40
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

FREE BALLOON
Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE BALLOON WAS INFLATED AND LAUNCHED AT ABOUT 0700 MDT. LATER, THE WIND VELOCITY INCREASED AND A FINAL LANDING WAS MADE AT ABOUT 0930 MDT. DURING THE LANDING, A GROUND CREWMEMBER'S LEG WAS BROKEN WHEN IT WAS HIT BY THE GONDOLA.

Brief of Accident (Continued)

File No. - 1969

7/25/82

ALBUQUERQUE,NM

A/C Reg. No. N1884R

Time (Lc1) - 0930 MDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - PERFORMED - GROUND PERSONNEL

----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. - 1907 7/25/82 SANTA ROSA, NM A/C Reg. No. N8937L Time (Lcl) - 1815 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----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	- NO
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 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>TUCUMCARI, CA</p> <p>Destination</p> <p>LOS ANGELES, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SANTA ROSA MUNICIPAL</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 4400/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 850</p> <p>Make/Model- 21</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 6</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE AIRCRAFT SWERVED OFF THE RUNWAY AND RECEIVED SUBSTANTIAL DAMAGE. AN INVESTIGATION REVEALED THAT THE RIGHT MAIN WHEEL HAD COME OFF THE AXLE. A CLOSER EXAMINATION REVEALED THAT THE RETAINING NUT AND THE COTTER PIN, WHICH HOLDS THE NUT IN PLACE, WERE MISSING.

Brief of Accident (Continued)

File No. - 1907

7/25/82

SANTA ROSA,NM

A/C Reg. No. N8937L

Time (Lc1) - 1815 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,WHEEL - LOOSE
 2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. LANDING GEAR,WHEEL - SEPARATION
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. WEATHER CONDITION - CROSSWIND
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1906 7/27/82 ALBUQUERQUE, NM A/C Reg. No. N3013Y Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation	-PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	1
Accident Occurred During	-LANDING	Crew	0	0	0	1
		Pass	0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 182E	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	SANTA FE, NM	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	ALBUQUERQUE, NM	CORONADO
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- 17
Cloud Conditions(1st)	- 4000 FT SCATTERED	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	Type of Clearance	- 4020/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- RAIN	Type Approach Flown	- MACADAM
Condition of Light	- DAYLIGHT		Runway Status
			- WET

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 118	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model - 38	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 14	Last 90 Days - 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER A NORMAL APPROACH, THE AIRCRAFT TOUCHED DOWN AT ABOUT 90 MPH ON THE FIRST 1/4 TO 1/3 OF THE RUNWAY. HE RAISED THE FLAPS AND APPLIED BRAKES. HE NOTICED THAT THERE WAS INSUFFICIENT BRAKING ACTION TO STOP ON THE WET RUNWAY, BUT BY THE TIME HE REALIZED THIS, THERE AS NOT ENOUGH RUNWAY FOR A GO AROUND. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY, CROSSED A ROAD AND COLLIDED WITH AN ENBANKMENT, SHEARING OFF THE NOSE GEAR. AN INSPECTION REVEALED THAT THE BRAKES FUNCTIONED PROPERLY AND THERE WAS ONLY A SLIGHT FLUID LEAK AT THE HEAD OF THE LEFT BRAKE CYLINDER, THE NORMAL APPROACH SPEED FOR THIS AIRCRAFT WAS 64 MPH. THE DENSITY ALTITUDE WAS ABOUT 7100 FT.

Brief of Accident (Continued)

File No. - 1906

7/27/82

ALBUQUERQUE,NM

A/C Reg. No. N3013Y

Time (Lc1) - 1830 MDT

Occurrence #1 OVERRUN
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. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
6. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1934 7/31/82 SPRINGER,NM A/C Reg. No. N30157 Time (Lc1) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - AVCO LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2275	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	GALLUP,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DALHART,TX	Runway Ident - UNK/NR
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - WET
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE ON A FLIGHT FROM GALLUP, NM TO DALHART, TX, THE LEFT FUEL TANK WOULD NOT FEED. THE PILOT MADE A PRECAUTIONARY LANDING ON ROUGH, GRASSY TERRAIN WITH NO DAMAGE. AN EXAMINATION REVEALED THAT THE TAB FOR THE LEFT FILLER CAP WAS BROKEN AND THE CAP WAS NOT SEATED. DUE TO UNEVEN PRESSURES IN THE TANKS, ALL OF THE FUEL HAD BEEN FLOWING FROM THE RIGHT TANK. THE PROBLEM WAS CORRECTED AND THE PILOT INITIATED A TAKEOFF. HOWEVER, THE EMPENNAGE STRUCK A FENCE DURING THE TAKEOFF, DAMAGING THE LEFT ELEVATOR. THE AIRCRAFT WAS LANDED IN THE NEXT FIELD WITH NO FURTHER DAMAGE. THE TEMPERATURE AND ELEVATION WERE 85 DEGREES AND ABOUT 6000 FT.

Brief of Accident (Continued)

File No. - 1934

7/31/82

SPRINGER,NM

A/C Reg. No. N30157

Time (Lc1) - 1030 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1903 8/01/82 LOS LUMAS,NM A/C Reg. No. N36709 Time (Lcl) - 1600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - STINSON 10A	Eng Make/Model - FRANKLIN 90	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALBUQUERQUE,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOS LUMAS,NM	MID VALLEY
Wind Dir/Speed- 270/015 KTS		Runway Ident - 17
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 4400 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Flight Plan - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Approach Flown - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 170
SE LAND	Months Since - 3	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 0
GLIDER		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE PLANE TOUCHED DOWN IN A CROSSWIND FROM THE RIGHT AT 15 KNOTS. THE PILOT REPORTED THAT THE PLANE WEATHERCOCKED TO THE RIGHT AND WENT INTO A DITCH. REPORTEDLY, THE PILOT WAS UNABLE TO CONTROL THE HEADING OF THE AIRCRAFT IN THE CROSSWIND.

Brief of Accident (Continued)

File No. - 1903

8/01/82

LOS LUMAS,NM

A/C Reg. No. N36709

Time (Lcl) - 1600 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1871 8/06/82 LAKE ARTHUR, NM A/C Reg. No. N1489A Time (Lcl) - 0925 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	1	0	0	
Pass 0	1	0	0	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/006 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
ROSWELL, NM
Destination
ARTESIA-ROSWELL, NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 743
Make/Model- 72
Instrument- UNK/NR
Multi-Eng - 1
Last 24 Hrs - 1
Last 30 Days- 0
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND ONE PASSENGER WERE ON A FLIGHT TO PICK UP SPARE PARTS. THE PASSENGER RECALLED THAT WHILE EN ROUTE, THE PILOT REMARKED, "OH, I CAN'T RESIST" AND STARTED TO DESCEND, THEN MADE A PASS AT ABOUT 50 FT OVER A FIELD HAND. THE FIELD HAND, A MEXICAN NATIONAL, REPORTED THAT THE PLANE MADE TWO PASSES OVER HIM AND HE JUMPED INTO A DITCH FOR FEAR OF BEING STRUCK. AFTER THE SECOND PASS, THE AIRCRAFT STRUCK LEVEL GROUND WHILE IN A RELATIVELY LEVEL FLIGHT ATTITUDE. THE AIRCRAFT HAD BEEN CONVERTED/EQUIPPED WITH CONVENTIONAL GEAR (FIXED TAILWHEEL) ON 1/2/82.

Brief of Accident (Continued)

File No. - 1871

8/06/82

LAKE ARTHUR,NM

A/C Reg. No. N1489A

Time (Lc1) - 0925 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1850 2/02/82 NEWBURGH, NY A/C Reg. No. N62481 Time (Lc1) - 2323 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	DESTROYED		Fatal	1	Injuries	
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEW YORK, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	NEWBURGH, NY	STEWART
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 4.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12000/ 150
Cloud Conditions(1st) - 400 FT OVERCAST	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2004
ME LAND, SE LAND	Months Since - 7	Last 24 Hrs - 6
	Aircraft Type - PA-34	Make/Model- UNK/NR
		Last 30 Days- 50
		Instrument- 121
		Last 90 Days- 136
		Multi-Eng - 512

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 2234 THE PLT WAS ISSUED A VECTOR TO THE INITIAL APPROACH FIX FOR THE ILS RWY 9 APCH. HE WAS ALSO ISSUED THE FOLLOWING WX "...STEWART WEATHER THIRTY MINUTES AGO IS ESTIMATED ONE THOUSAND OVERCAST SIX MILES IN LIGHT RAIN AND HAZE." AT 2238 THE PLT WAS ADVISED TO EXPECT A 25-30 MINUTE DELAY & WAS CLEARED TO HOLD. AT 2306 THE PLT OF A B-727 LANDING ON RWY 9 REPORTED BREAKING OUT AT 400 FT. AT 2308 THE PLT WAS CLEARED FOR THE APPROACH & RESPONDED AFFIRMATIVE WHEN ASKED IF HE HAD CURRENT WX INFORMATION. THE ACFT CRASHED APPROXIMATELY 5,000 FT FROM THE APPROACH END & AN ESTIMATED 1,500 FT RIGHT OF THE EXTENDED CENTERLINE OF RWY 9. ON 7/2/81 THE PLT FAILED HIS INITIAL ATP FLT EXAM DUE TO UNSATISFACTORY ILS APPROACHES. ON 1/21/82 DURING A 135 CHECK THE PLT'S ILS APPROACH WAS "VERY UNSATISFACTORY" & AS A CONSEQUENCE THE PLT WAS DISAPPROVED FOR OPERATION UNDER IFR.

Brief of Accident (Continued)

File No. - 1850

2/02/82

NEWBURGH, NY

A/C Reg. No. N62481

Time (Lc1) - 2323 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. DECISION HEIGHT - BELOW - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1884 7/24/82 SAGAPONACK, NY A/C Reg. No. N5291G Time (Lcl) - 1157 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -TOWING BANNERS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 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 - 045/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

CLIFF-FOSTER FARM
Runway Ident - 14
Runway Lth/Wid - 1800 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2515
Make/Model - 183
Instrument - UNK/NR
Last 24 Hrs - 7
Last 30 Days - UNK/NR
Last 90 Days - 183

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS LANDING TO THE SOUTHEAST ON AN 1800 FT GRASS STRIP WITH A CROSSWIND FROM THE NORTHEAST AT 10 TO 15 KTS. HE STATED THAT WHEN HE WAS ON FINAL APPROACH WITH FULL FLAPS, HE WAS DISTRACTED BY FOUR PEOPLE WITH MODEL AIRCRAFT NEAR THE RUNWAY. REPORTEDLY, THE AIRCRAFT MUSHED OR DROPPED IN AND THE RIGHT MAIN GEAR COLLAPSED DURING A HARD LANDING.

Brief of Accident (Continued)

File No. - 1884

7/24/82

SAGAPONACK,NY

A/C Reg. No. N5291G

Time (Lc1) - 1157 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1899

8/20/82

CERES,NY

A/C Reg. No. N714EY

Time (Lc1) - 1500 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
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

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-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 5.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 1400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	326	Last 24 Hrs	-	3
Make/Model	-	114	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	90

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A PRECAUTIONARY LANDING ON A PRIVATE AIRSTRIP TO AWAIT PASSAGE OF THUNDERSTORMS. TWO PLUS HOURS LATER, A TAKEOFF WAS ATTEMPTED AND ABORTED. THE AIRCRAFT CONTACTED A DITCH AND NOSED OVER. NO FLAPS WERE USED FOR SHORT FIELD TAKEOFF. BRAKING WAS INEFFECTUAL ON THE WET GRASS RUNWAY.

Brief of Accident (Continued)

File No. - 1899

8/20/82

CERES,NY

A/C Reg. No. N714EY

Time (Lc1) - 1500 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3 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) 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. - 1900

8/22/82

UTICA,NY

A/C Reg. No. N4950M

Time (Lc1) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
0

Minor 0
0

None 1
1

-----Aircraft Information-----

Make/Model - PIPER PA-11
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - SELF

Basic Weather - VMC

Wind Dir/Speed- 300/020 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLAND PATENT,NY

Destination

UTICA,NY

Airport Proximity

ON AIRPORT

Airport Data

ONEIDA

Runway Ident - 27

Runway Lth/Wid - 5402/ 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)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 45

Make/Model- 45

Instrument- 1

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE THROTTLE WOULD NOT CLOSE DURING LANDING. THE PILOT TRIED BRAKES AND THEN ELEVATOR AS THE AIRCRAFT NOSED OVER. THERE WAS NO INDICATION OF TRYING TO STOP THE ENGINE BY OTHER MEANS (SWITCH, MIXTURE, ETC).

Brief of Accident (Continued)

File No. - 1900

8/22/82

UTICA, NY

A/C Reg. No. N4950M

Time (Lc1) - 1045 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. THROTTLE/POWER LEVER - FAILURE, TOTAL
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1838 9/03/82 MORICHES BAY, NY A/C Reg. No. N80020 Time (Lcl) - 1100 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						
Accident Occurred During	-LANDING	NONE		0	0	0	1
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- CONSOLIDATED AERO LA-4-200	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/YES
Landing Gear	- HULL	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2690	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	WESTHAMPTON, NY	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed-	180/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- NONE	Type of Clearance	- UNK/NR
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- WATER
Obstructions to Vision-	NONE		Runway Status
Precipitation	- NONE		- WATER - CHOPPY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 2100
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model-	40
	Aircraft Type - UNK/NR	Instrument-	180
		Multi-Eng -	300
		Last 24 Hrs -	0
		Last 30 Days-	UNK/NR
		Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF, THE PILOT CLIMBED TO 1000 FT MSL AND LEVELED OFF. AS THE THROTTLE WAS RETARDED, THE ENGINE LOST POWER FOR AN UNKNOWN REASON. WHILE MAKING A FORCED LANDING ON A BAY, THE AIRCRAFT STRUCK A SUBMERGED OBJECT ABOUT 100 FT AFTER TOUCHING DOWN AND SWERVED TO THE RIGHT. THE PILOT STATED THAT THE RIGHT FRONT PART OF THE HULL WAS PENETRATED TO THE FIRE WALL, THE RIGHT PONTON SEPARATED AND THE AIRCRAFT SUNK IN 5 FT OF WATER.

Brief of Accident (Continued)

File No. - 1838

9/03/82

MORICHES BAY, NY

A/C Reg. No. N80020

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - SUBMERGED OBJECT

----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. - 1987 9/06/82 FRANKFORT, NY A/C Reg. No. N46173 Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-474R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data FRANKFORT-HIGHLAND
Completeness - N/A	ATC/Airspace	Runway Ident - 31
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
Wind Dir/Speed- -UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 60.0 SM	Type Approach Flown - NONE	Runway Status - DRY
Cloud Conditions(1st) - NONE		
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 73
SE LAND	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 44
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE AIRCRAFT ENCOUNTERED A CROSSWIND DURING THE LANDING WHICH RAISED THE LEFT WING AND CAUSED THE RIGHT WING TO CONTACT THE RUNWAY. THE AIRCRAFT THEN VEERED LEFT AND DEPARTED THE RUNWAY. THE RIGHT TIRE BLEW OUT AND THE AIRCRAFT CAME TO REST ON THE PROPELLER.

Brief of Accident (Continued)

File No. - 1987

9/06/82

FRANKFORT, NY

A/C Reg. No. N46173

Time (Lc1) - 1530 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - 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) 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. - 1986 9/12/82 SPRING VALLEY, NY A/C Reg. No. N4662G Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-230	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">FARMINGDALE, NY</p> <p>Destination</p> <p style="text-align: center;">SPRING VALLEY, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>RAMAPO VALLEY</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 2185/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 266</p> <p>Make/Model- 262</p> <p>Instrument- 21</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 30</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE LANDED TOO FAR DOWN THE RUNWAY AT A SPEED OF 75 KTS. REPORTEDLY, THERE WAS A HUMP IN THE RUNWAY WHICH OBSTRUCTED HIS VIEW OF THE END. SUBSEQUENTLY, HE DECIDED THAT IT WAS TOO LATE TO ABORT THE LANDING; HOWEVER, HE WAS UNABLE TO STOP ON THE REMAINING RUNWAY. THE AIRCRAFT CONTINUED OFF THE DEPARTURE END AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1986

9/12/82

SPRING VALLEY, NY

A/C Reg. No. N4662G

Time (Lc1) - 1300 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 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1932 7/09/82 NEAR ZANESVILLE, OH A/C Reg. No. N32NA Time (Lcl) - 1938 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1B	Eng Make/Model - LYCOMING O-235	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANNAPOLIS, MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ZANESVILLE, OH	ZANESVILLE
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 10000 FT OVERCAST	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		SOFT
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 - 434
SE LAND	Months Since - 10	Make/Model- 160
	Aircraft Type - UNK/NR	Instrument- 103
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT IN HIS NEWLY PURCHASED AIRCRAFT, THE PILOT LET HIS RIGHT TANK RUN DRY. HE THEN SWITCHED TO HIS LEFT TANK WHICH HE BELIEVED WAS MORE THAN 1/2 FULL. AFTER FLYING ABOUT 15 MILES FURTHER, THE ENGINE BEGAN RUNNING ROUGH AND THEN QUIT. WHILE LANDING IN AN OPEN FIELD, THE PILOT SWERVED TO AVOID CATTLE AND WENT INTO A DITCH. REPORTEDLY, THE ENGINE LOST POWER AFTER THE FUEL WAS EXHAUSTED.

Brief of Accident (Continued)

File No. - 1932

7/09/82

NEAR ZANESVILLE, OH

A/C Reg. No. N32NA

Time (Lc1) - 1938 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - INCORRECT
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - ANIMAL(S)
 6. MANEUVER - PERFORMED - PILOT IN COMMAND
 7. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1816 8/11/82 WAYNESVILLE, OH A/C Reg. No. N81HF Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - ENSTROM F-28	Eng Make/Model - LYCOMING HIO-360	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 - 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	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	ROUGH
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	Current - YES	Total - 541
SE LAND	Months Since - 18	Make/Model- 300
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 220
		Rotorcraft - 461

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A SPRAYING OPERATION HE FELT A VIBRATION IN THE AIRCRAFT. HE ATTEMPTED A PRECAUTIONARY LANDING WITH REDUCED POWER, AVOIDING FURTHER STRESS ON THE ROTOR SYSTEM. DURING THE LANDING THE SKIDS DUG INTO THE SOYBEANS AND THE MAIN ROTOR CUT INTO THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 1816

8/11/82

WAYNESVILLE, OH

A/C Reg. No. N81HF

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ROTOR DRIVE SYSTEM - VIBRATION
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
4. ROTOR SYSTEM, MAIN ROTOR BLADE - ENGAGED
5. ROTOR SYSTEM, TAIL ROTOR HUB - SEPARATION

----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. - 1815 8/20/82 NEW CARLISLE, OH A/C Reg. No. N668V Time (Lcl) - 2315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH BE-33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470J
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270 -UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

NEW CARLISLE
Runway Ident - 27
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - BE-33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	275	Last 24 Hrs -	1
Make/Model-	275	Last 30 Days-	UNK/NR	
Instrument-	6	Last 90 Days-	35	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT UNDERSHOT THE RUNWAY DURING A NIGHT LANDING ON A LIGHTED SOD RUNWAY. THE AIRCRAFT COLLIDED WITH A DIRT MOUND 40 YARDS EAST OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1815

8/20/82

NEW CARLISLE, OH

A/C Reg. No. N668V

Time (Lcl) - 2315 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1813 8/28/82 MEDINA, OH A/C Reg. No. N9307F Time (Lcl) - 1220 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - HUGHES 269-B	Eng Make/Model - LYCOMING HIO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	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	AKRON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FREEDOM FIELD
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
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)
COMMERCIAL, CFI	Current - YES	Total - 4000
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model- 49
HELICOPTER	Aircraft Type - H-269B	Instrument- 220
GLIDER		Multi-Eng - 800
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 14
		Rotorcraft - 219

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER TAKEOFF, AT ABOUT 800 FEET AGL HE FELT A VIOLENT VIBRATION LASTING FOR 2 OR 3 SECONDS. HE REENTERED THE DOWNWIND LEG TO THE AIRPORT AND EXPERIENCED THE VIBRATION AGAIN. THE AIRCRAFT THEN ENTERED AN UNCONTROLLABLE SPIRAL TO THE RIGHT AND CONTACTED THE GROUND. INSPECTION OF THE TAIL ASSEMBLY REVEALED AN INFLIGHT SEPARATION OF THE TAIL ROTOR DRIVE SHAFT. EVIDENCE OF FATIGUE FRACTURE WAS NOTED IN THE TAIL ASSEMBLY ATTACH POINTS.

Brief of Accident (Continued)

File No. - 1813

8/28/82

MEDINA, OH

A/C Reg. No. N9307F

Time (Lc1) - 1220 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. SPIRAL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1946 7/01/82 EL DORADO,OK A/C Reg. No. N7692Q Time (Lc1) - 1715 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 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-VQ
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- 005/017 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
GRAHAM, TX
Destination
QUANAH, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4563	Last 24 Hrs	-	3
Make/Model	-	350	Last 30 Days	-	UNK/NR
Instrument	-	798	Last 90 Days	-	40
Multi-Eng	-	2230			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PILOT ARRIVED IN THE VICINITY OF HIS DESTINATION, HE LOWERED THE GEAR AND FLAPS AND DLEW OVER AN OIL RIG. HE DID THIS TO ALERT SOMEONE ON THE GROUND TO PICK HIM UP AT THE DESTINATION. AS HE APPLIED POWER TO PROCEED TO THE AIRPORT, THE LEFT ENGINE DID NOT RESPOND. HE REPORTED THAT THE ENGINE ACTED LIKE THE FUEL HAD BEEN CUT OFF. HE SAW A ROAD AHEAD AND ELECTED TO LAND AS HE WAS AFRAID THE OTHER ENGINE WOULD LOOSE POWER. DURING THE LANDING, THE LEFT TIP TANK STRUCK A TREE. THE AIRCRAFT THEN VEERED INTO A DITCH AND THE NOSE GEAR COLLAPSED. THE PILOT STATED THAT HE DID NOT SERVICE THE PLANE BEFORE TAKEOFF. HE ESTIMATED THAT 50 GALLONS WAS ON BOARD DURING DEPARTURE. THE ONE HOUR AND 25 MINUTE FLIGHT WOULD HAVE REQUIRED ABOUT 280 LBS OF FUEL. THE PILOT REPORTED NO MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1946

7/01/82

EL DORADO,OK

A/C Reg. No. N7692Q

Time (Lc1) - 1715 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH

Occurrence #5 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

10. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1908 7/06/82 BOISE CITY,OK A/C Reg. No. N8486G Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
Type of Operation	-CROP CONTROL RELATED FLIGHT	SUBSTANTIAL		Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 137	Fire	Crew	0	0	Minor	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	None	1
							0

-----Aircraft Information-----

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">WITTEN PRIVATE</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 4300/ 50</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----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 - 4322
SE LAND,ME LAND	Months Since - 7	Make/Model- 895
	Aircraft Type - UNK/NR	Instrument- 144
		Multi-Eng - 110
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 142

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL AFTER A NORMAL TOUCHDOWN, THE RIGHT TIRE BLEW OUT. SUBSEQUENTLY, THE AIRCRAFT VEERED INTO A DITCH AND WAS SUBSTANTIALLY DAMAGED. THIS WAS A 2200 X 8 GOODYEAR TIRE.

Brief of Accident (Continued)

File No. - 1908

7/06/82

BOISE CITY,OK

A/C Reg. No. N8486G

Time (Lc1) - 1530 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1967 7/22/82 HARRAH,OK A/C Reg. No. N655FL Time (Lcl) - 0813 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	0	1	0	0
Accident Occurred During -TAKEOFF			1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER 28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ON AIRPORT
Method - N/A	SAME-AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 5	Make/Model- 555
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE PILOT ELECTED TO CROSS UNDER A POWER LINE NEAR THE END OF THE RUNWAY WHEN HE REALIZED HE COULD NOT FLY OVER. AS THE PLANE CROSSED UNDER THE POWER LINE, THE RIGHT MAIN GEAR STRUCK A STEEL PERIMETER FENCE POST. ACROSS THE STREET FORM THE POWER LINE AND PERIMETER FENCE WAS A HOUSE. THE PILOT PULLED THE PLANE UP, BUT THE LEFT WING STRUCK THE ROOF OF THE HOUSE AND THE RIGHT WING HIT A TREE. THE PLANE THEN IMPACTED IN THE BACK YARD AND HIT A FENCE BEFORE COMING TO REST. THE REPORTED WINDS IN THE AREA WERE: 180 DEG AT 4 KT AT WILL ROGERS WORLD AIRPORT AND 190 DEG AT 10 KTS AT THE WILEY POST AIRPORT. THE DENSITY ALTITUDE WAS ABOUT 2500 FT. THE OWNER'S HANDBOOK RECOMMENDED THAT 25 DEG OF FLAPS (2ND NOTCH) BE USED FOR SHORT FIELD TAKEOFFS. THE FLAPS WERE FOUND IN THE FIRST NOTCH. AN INVESTIGATION OF THE AIRCRAFT PERFORMANCE DATA REVEALED THE RUNWAY LENGTH WAS NOT ADEQUATE FOR THE PLANE TO CLEAR A 50 FT OBSTACLE UNDER THESE CONDITIONS.

Brief of Accident (Continued)

File No. - 1967

7/22/82

HARRAH,OK

A/C Reg. No. N655FL

Time (Lc1) - 0813 CDT

Occurrence #1 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. WEATHER CONDITION - TAILWIND
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
 6. OBJECT - FENCE
 7. OBJECT - RESIDENCE
 8. 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) 2,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1901 8/06/82 AFTON,OK A/C Reg. No. N6756B Time (Lcl) - 1814 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point TULSA,OK	
Method - N/A	Destination AFTON,OK	
Completeness - N/A		Airport Data
Basic Weather - VMC		MONKEY ISLAND AIRPORT
Wind Dir/Speed- 180/010 KTS		Runway Ident - 36
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 2500/ 50
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	ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 85
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 21
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT LANDED ON RUNWAY 36 WITH A REPORTED TAIL WIND OF 10 KTS TO 12 KTS. HE STATED THAT DURING THE LANDING, HIS AIRSPEED WAS A LITTLE TOO FAST AND THE AIRCRAFT BOUNCED. ON THE SECOND BOUNCE, THE AIRCRAFT LANDED ON ITS NOSE GEAR AND THE NOSE GEAR SEPARATED. AFTER SEPARATION, THE NOSE GEAR WENT UNDER THE AIRCRAFT AND PUNCTURED A FUEL CELL. THE AIRCRAFT THEN SLID TO A STOP ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1901

8/06/82

AFTON,OK

A/C Reg. No. N6756B

Time (Lc1) - 1814 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. LEVEL OFF - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1937 8/08/82 OVERBROOK,OK A/C Reg. No. N46172 Time (Lcl) - 1635 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	2	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 5.0 SM
Cloud Conditions(1st) - 5000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FT. WORTH, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKE MURRAY
Runway Ident - 32
Runway Lth/Wid - 2500/ 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)

ATP
SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1840	Last 24 Hrs	- 2
Make/Model-	160	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	150
Multi-Eng	- 1630	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE BEGAN HIS TAKEOFF FROM THE VERY BEGINNING OF THE RUNWAY, AND THAT ON ROTATION, THE ENGINE SEEMED TO LOSE POWER. HE STATED THAT HE OBSERVED THE TACHOMETER AND SAW THAT THE ENGINE WAS DROPPING BELOW 1500 RPM. SUBSEQUENTLY, THE AIRCRAFT STRUCK THE TOP'S OF TREES ABOUT 150 FT FROM THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT THEN CRASHED INTO THE BANK OF A DRY CREEK ABOUT 400 FT FROM THE RUNWAY. A DISASSEMBLY OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OF FAILURE.

Brief of Accident (Continued)

File No. - 1937

8/08/82

OVERBROOK,OK

A/C Reg. No. N46172

Time (Lc1) - 1635 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1916

9/09/82

VAIN,OK

A/C Reg. No. N7424A

Time (Lc1) - 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	1	0

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALLISAW,OK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - HIGH VEGETATION
ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 88
Last 24 Hrs - 2
Make/Model- 10
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS PASSENGER TOOK OFF ON A LOCAL FLIGHT AND FLEW OVER A RUNWAY THAT THEY WERE CONSTRUCTING IN THEIR PASTURE. THE PILOT STATED THAT HE WAS IN SLOW FLIGHT OVER THE RUNWAY. BOTH OCCUPANTS RECEIVED CONCUSSIONS IN THE ACCIDENT AND COULD NOT RECALL THE DETAILS OF WHAT HAPPENED. THE PILOT THOUGHT HE ADVANCED THE THROTTLE AND THEN LOST POWER FROM EITHER CARBURETOR ICE OR A LOADED ENGINE. THE AIRCRAFT COLLIDED WITH WIRES THEN IMPACTED ON THE SURFACE.

Brief of Accident (Continued)

File No. - 1916

9/09/82

VAIN,OK

A/C Reg. No. N7424A

Time (Lc1) - 1815 CDT

Occurrence #1 LOSS OF POWER

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 FORCED LANDING

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1804

7/24/82

MCKENZIE BRIDGE,OR

A/C Reg. No. N7932K

Time (Lcl) - 1415 PDT

-----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
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH S35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 280 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- 195/006 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point.
SAME AS ACC/INC
Destination
KELSO,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

MCKENZIE BRIDGE STATE
Runway Ident - 06
Runway Lth/Wid - 2620/ 90
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 520
Make/Model- 20
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS LANDED AT THE MCKENZIE BRIDGE STATE AIRPORT WHERE TWO PASSENGERS DEPLANED. THE AIRPORT HAD A 2600 FT TURF RUNWAY WITH AN UPSLOPE GRADIENT OF 3.4% TOWARD THE EAST. THE AIRPORT/FACILITY DIRECTORY STATED, "UNATTENDED. LAND TO E, TAKEOFF TO W. CAUTION - OWNER ADVISES CONTACT WITH STATE AERONAUTICS DIV. (503-378-4880) PRIOR TO USE." A SIGN AT THE EAST END STATED "WARNING - TAKEOFF AT THIS END ONLY", WHILE A SIGN AT THE WEST END STATED, "WARNING - TAKEOFF NOT RECOMMENDED FROM THIS END." THE ELEVATION WAS 1620 FT. AT A RANGER STATION (1.5 MI WEST) THE TEMPERATURE WAS 87 DEG AND THE WIND WAS FROM THE SOUTHWEST AT 6 MPH. A FOREST SERVICE OFFICIAL ESTIMATED THE WIND WAS MPH HIGHER AT THE AIRPORT. DURING TAKEOFF ON RUNWAY 06, THE AIRCRAFT COLLIDED WITH TREES ABOUT 15 YARDS FROM THE DEPARTURE END, ABOUT 20 FT AGL. IT CAME TO REST AND BURNED ABOUT 30 YARDS FROM THE RUNWAY. NO PREIMPACT MALFUNCTION OR FAILURE WAS FOUND DURING AN ON-SITE INVESTIGATION OR A SUBSEQUENT ENGINE TEARDOWN.

Brief of Accident (Continued)

File No. - 1804

7/24/82

MCKENZIE BRIDGE,OR

A/C Reg. No. N7932K

Time (Lcl) - 1415 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - TAILWIND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1995 9/03/82 BROWNSMEAD,OR A/C Reg. No. N758MY Time (Lcl) - 1830 PDT

-----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	3	0

-----Aircraft Information-----

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - UNK/NR	Weather Radar - NO
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MAHALEM,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BATTEGROUND,WA	Runway Ident - UNK/NR
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - ROUGH
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 500
SE LAND	Months Since - UNK/NR	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 62
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT ABOUT 30 MINUTES AFTER TAKEOFF, THE ENGINE SPUTTERED AND QUIT. THE AIRCRAFT WAS DAMAGED FROM A LANDING ON ROUGH TERRAIN. DURING AN INVESTIGATION, ONLY ABOUT TWO PINTS OF FUEL WERE FOUND IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1995

9/03/82

BROWNSMEAD.OR

A/C Reg. No. N758MY

Time (Lc1) - 1830 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1875 7/14/82 PATTON, PA A/C Reg. No. N5945T Time (Lcl) - 2100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
				0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150D	Eng Make/Model	- CONTINENTAL D-200	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1560	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	JOHNSTOWN, PA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	EBENSBURG, PA			
Wind Dir/Speed	- 150/007 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 3.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- 4000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- VISUAL STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DUSK				

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 57	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 57	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 24
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED JOHNSTON, PA AT ABOUT 2000 EDT ON A RETURN FLIGHT TO EBENSBURG, PA. HE SAW THE DESTINATION AIRPORT AT ABOUT 2015 EDT AND ELECTED TO FLY LOCALLY AND PRACTICE MANEUVERS. AT ABOUT 2045 EDT, HE BECAME LOST AND FLEW A LARGE RECTANGULAR PATH TO FIND A LANDMARK. BY ABOUT 2100 EDT, IT WAS GETTING DARK AND HE ELECTED TO LAND IN A FIELD WITH DEEP FURROWS THAT WERE OBSCURED BY VEGETATION. THE LANDING WAS MADE ACROSS THE FURROWS ON SOFT TERRAIN. WHILE LANDING, THE GEAR WAS DAMAGED. AFTER TRAVELING ABOUT 90 FT, THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1875

7/14/82

PATTON,PA

A/C Reg. No. N5945T

Time (Lcl) - 2100 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH VEGETATION
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1855 7/21/82 CONNELLSVILLE, PA A/C Reg. No. N62RB Time (Lcl) - 1740 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	2	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- THORP T-18	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">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 - 10</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1696</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 19</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 65</td> <td>Last 90 Days- 51</td> </tr> <tr> <td>Multi-Eng - 16</td> <td></td> </tr> </table>	Total - 1696	Last 24 Hrs - 0	Make/Model- 19	Last 30 Days- UNK/NR	Instrument- 65	Last 90 Days- 51	Multi-Eng - 16	
Total - 1696	Last 24 Hrs - 0									
Make/Model- 19	Last 30 Days- UNK/NR									
Instrument- 65	Last 90 Days- 51									
Multi-Eng - 16										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE STUDENT WAS TAKING OFF, THE ENGINE BEGAN TO VIBRATE VIOLENTLY AT AN ALTITUDE OF ABOUT 300 TO 400 FT AGL. THE FLIGHT INSTRUCTOR (CFI) TOOK CONTROL AND INITIATED A TURN BACK TO THE AIRPORT. HE STATED THAT DUE TO THE VIBRATION, HE HAD TO REDUCE THE POWER, AND WITH THE POWER REDUCTION, IT WAS IMPOSSIBLE TO MAINTAIN SUFFICIENT ALTITUDE TO REACH THE AIRPORT. WHILE MAKING A FORCED LANDING, DOWNHILL ON SOFT TERRAIN, THE AIRCRAFT WAS DESTROYED. AN INVESTIGATION REVEALED THAT THE METAL LEADING EDGE PORTION OF THE PROPELLER TIP HAD SEPARATED. THE AIRCRAFT WAS EQUIPPED WITH A WOODEN SENSENICH 66LN74 PROPELLER.

Brief of Accident (Continued)

File No. - 1855

7/21/82

CONNELLSVILLE, PA

A/C Reg. No. N62RB

Time (Lc1) - 1740 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, PARTIAL
 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 3. ENGINE ASSEMBLY - VIBRATION
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DOWNHILL
 6. TERRAIN CONDITION - OPEN FIELD
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1975 7/22/82 TOWER CITY, PA A/C Reg. No. N55JG Time (Lc1) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BUCKER JUNGMAN BU-131	Eng Make/Model - HIRTH HM504	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BENDIGO
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 21000
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 250
		Instrument- 1200
		Multi-Eng - 18000
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE LOST POWER WHEN THE AIRCRAFT WAS ABOUT 50 FT AGL DURING TAKEOFF AND LANDED IN A ROLLING FIELD OF CROPS. THE PLANE CONTACTED THE GROUND IN A RIGHT BANK/NOSE DOWN ATTITUDE AND CAME TO REST AT THE POINT OF IMPACT. THE ENGINE SEPARATED FROM THE FUSELAGE AND THERE WAS EXTENSIVE DAMAGE TO THE FUEL, OIL AND IGNITION SYSTEMS. SMALL RUSTED METTALIC PARTICLES WERE FOUND IN THE CARBURETOR, FUEL SCREEN, FUEL LINES AND IN THE FUEL, BUT NO BLOCKAGE WAS VERIFIED. AN INSPECTION OF THE FUEL DISPENSING EQUIPMENT, WHERE THE AIRCRAFT WAS REFUELED, REVEALED THAT THE EQUIPMENT WAS IN A DETERIORATED CONDITION.

Brief of Accident (Continued)

File No. - 1975

7/22/82

TOWER CITY, PA

A/C Reg. No. N55JG

Time (Lc1) - 1645 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - HIGH VEGETATION
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. - 1905

8/28/82

DUBOIS, PA

A/C Reg. No. N197V

Time (Lcl) - 1420 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 180G
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

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 - 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- 330/018 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
CLARION, PA
Destination
DUBOIS, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

DUBOIS-JEFFERSON COUNTY
Runway Ident - 25
Runway Lth/Wid - 5505/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 60

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	1635	Last 24 Hrs -	4
Make/Model-	275		Last 30 Days-	UNK/NR
Instrument-	50		Last 90 Days-	45
Multi-Eng -	175			

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED THE PATTERN TO LAND ON RUNWAY 25 WITH THE WIND FROM 330 DEGREES AT 18 KTS. TO COMPENSATE FOR THE CROSSWIND, HE PREPARED HIMSELF FOR A RIGHT WING LOW LANDING. HOWEVER, THE PILOT STATED THAT WHEN HE STARTED TO ROUND OUT, THE WIND WENT CALM. THEREFORE, HE LEVELED THE WINGS AND MADE A 3-POINT LANDING. AFTER TOUCHDOWN, THE NOSE STARTED MOVING TO THE RIGHT, AS THE CROSSWIND INCREASED, AND HE CORRECTED WITH LEFT RUDDER. AT ABOUT THAT TIME, THE RIGHT WING LIFTED RAPIDLY INTO THE AIR AND THE LEFT WING TIP HIT THE RUNWAY. THE PILOT CORRECTED WITH RIGHT RUDDER AND AILERON AND ADDED POWER. SUBSEQUENTLY, THE RIGHT WING TIP HIT THE RUNWAY. THE AIRCRAFT THEN SLID A SHORT DISTANCE ON ITS NOSE AND STOPPED IN THE CENTER OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1905

8/28/82

DUBOIS, PA

A/C Reg. No. N197V

Time (Lc1) - 1420 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1915 9/18/82 ERIE,PA

A/C Reg. No. N6253P

Time (Lc1) - 0005 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 200/008 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
AUBURN,ME
Destination
ERIE,PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

ERIE INTERNATIONAL
Runway Ident - 24
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 468	Last 24 Hrs	- 0
Make/Model-	60	Last 30 Days-	UNK/NR
Instrument-	81	Last 90 Days-	15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON FINAL APPROACH FOR LANDING WHEN THE ENGINE LOST POWER. THE POWER LOSS OCCURRED WHEN THE PLANE WAS ABOUT 40 TO 50 FT AGL AND 1/4 MILE FROM THE RUNWAY. THE PLANE TOUCHED DOWN SHORT OF THE RUNWAY AND COLLIDED WITH APPROACH LIGHTS. AFTER COMING TO A STOP ON THE RUNWAY, THE PILOT SWITCHED TO ANOTHER FUEL TANK, STARTED THE ENGINE, AND TAXIED TO THE PARKING AREA.

Brief of Accident (Continued)

File No. - 1915

9/18/82

ERIE, PA

A/C Reg. No. N6253P

Time (Lc1) - 0005 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - APPROACH LIGHT/NAVAID
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1880 9/19/82 BUTLER, PA A/C Reg. No. N827Z Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - FOSTER AIRSPEED	Eng Make/Model - LYCOMING O-145-B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUTLER FARM
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2590/ 100
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
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) - AIRPLANE

-----Narrative-----

THE OWNER INTENDED TO PUT HIS AIRCRAFT ON STATIC DISPLAY AT THE AIRPORT FLY-IN WHICH WAS ON THE SAME AIRPORT. A FRIEND INFORMED THE OWNER THAT HE WOULD LIKE TO FLY THE PLANE AND THE OWNER DISCLOSED THAT IT DID NOT HAVE A CURRENT INSPECTION. THE PLANE WAS FUELED WITH 3 GAL OF GASOLINE AND THE OWNER SUGGESTED THAT HIS FRIEND TAXI IT TO THE STATIC DISPLAY AREA. WITNESSES REPORTED THAT THE AIRCRAFT TOOK OFF ON RUNWAY 18 AND BEGAN A CLIMBING LEFT TURN. ONE WITNESS REPORTED THE ENGINE LOST POWER AT ABOUT 150 FT AGL. THE AIRCRAFT ENTERED A STEEP TURN AND THE NOSE BEGAN DROPPING. REPORTEDLY, THE PILOT ATTEMPTED TO PULL THE AIRCRAFT UP FROM A HIGH SINK RATE. ACCORDING TO A NEARBY WITNESS, THE AIRCRAFT IMPACTED IN A FLAT ATTITUDE. AN INVESTIGATION REVEALED THE OUTLET OF THE FUEL TANK WAS IN THE CENTER/BOTTOM OF THE TANK. THE OWNER BELIEVED THAT WITH ONLY 3 GAL OF FUEL, FUEL STARVATION COULD OCCUR IN UNCOORDINATED FLIGHT OR STEEP CLIMBS OR DIVES. HE BELIEVE THERE WAS 1 GAL OF UNUSABLE FUEL IN NORMAL BANKS/CAREFUL CLIMB

Brief of Accident (Continued)

File No. - 1880

9/19/82

BUTLER, PA

A/C Reg. No. N827Z

Time (Lc1) - 1200 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INSPECTION OF AIRCRAFT - NOT PERFORMED - COMPANY/OPERATOR MGMT
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
 4. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. FLARE - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1824 9/20/82 DUBOIS, PA A/C Reg. No. N330CP Time (Lc1) - 1420 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 - PIPER PA-30F
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 - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/012 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - 5000 FT BROKEN
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

DUBOIS/JEFFERSON
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, ME LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1508	Last 24 Hrs	- 0
Make/Model-	131	Last 30 Days-	UNK/NR
Instrument-	313	Last 90 Days-	55
Multi-Eng	- 131		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER TAKEOFF THE RADIO MASTER CIRCUIT BREAKER TRIPPED. HE REPOSITIONED THE SWITCH BUT IT TRIPPED AGAIN. AS THE FLIGHT RETURNED TO THE AIRPORT THE LANDING GEAR AND FLAP TRIM FAILED TO RESPOND. THE PILOT CONFIRMED A COMPLETE LOSS OF ELECTRICAL POWER AND WITH SMOKE AND FUMES IN THE COCKPIT ELECTED TO LAND GEAR-UP. INVESTIGATION REVEALED A SHORT BETWEEN THE ALTERNATOR FILTER ASSEMBLY. ONE OF THE INTERNAL WIRES WAS FOUND SHORTING TO THE CASE.

Brief of Accident (Continued)

File No. - 1824

9/20/82

DUBOIS, PA

A/C Reg. No. N330CP

Time (Lc1) - 1420 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - SHORTED
 2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1860 9/25/82 HONESDALE, PA A/C Reg. No. N9369R Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1

-----Aircraft Information-----

Make/Model	- CESSNA TR-182	Eng Make/Model	- LYCOMING O-540-L3C5D	ELT Installed/Activated	- YES/YES
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	- 235 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	CHERRY RIDGE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 2300/ 30
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	Type Approach Flown	Runway Status
	- NONE	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total
SE LAND,ME LAND	Months Since	- 5	- 4622
	Aircraft Type	- UNK/NR	Make/Model
			- 49
			Instrument
			- UNK/NR
			Multi-Eng
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A POWER LOSS AT 300 FEET AFTER TAKEOFF AND A FORCED LANDING WAS MADE WITH THE WHEELS UP IN A PLOWED FIELD. AN INVESTIGATION REVEALED THAT A SEAL AROUND THE CARBURETOR AIR MIXING BOX HAD COME LOOSE AND AN OIL SEAL IN THE TURBOCHARGER WAS WORN. THE ENGINE OPERATED NORMALLY DURING A RUN-UP AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1860

9/25/82

HONESDALE, PA

A/C Reg. No. N9369R

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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 - DOWNHILL
5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1979 6/15/82 MYRTLE BEACH, SC A/C Reg. No. N1691W Time (Lcl) - 1335 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BA	ELT Installed/Activated	- YES/YES
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	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	ATLANTA, GA			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	MYRTLE BEACH, SC		Runway Ident	- UNK/NR
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 6.0 SM	Type of Flight Plan	- IFR	Runway Surface	- GRASS/TURF
Cloud Conditions(1st)	- 5000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- HIGH VEGETATION
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- UNK/NR		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - UNK/NR	Total - 4394	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 34	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 810	Last 90 Days - 80
		Multi-Eng - 3150	Rotorcraft - 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PILOT APPROACHED HIS DESTINATION, HE DESCENDED FROM 9000 FT MSL AND LEVELED AT 1600 FT MSL. AT ABOUT THE TIME HE LEVELED, THE ENGINE QUIT ABRUPTLY. HE STATED THAT HE SWITCHED THE FUEL SELECTOR TO THE RIGHT TANK AND TRIED TO START THE ENGINE, BUT WAS NOT SUCCESSFUL. AN EMERGENCY LANDING WAS MADE IN AN OPEN FIELD BEYOND A LINE OF TREES. HOWEVER, AFTER CROSSING OVER THE TREES, HE WAS UNABLE TO FLARE DUE TO A LOSS OF AIRSPEED AND CRASH LANDED. AN INVESTIGATION REVEALED THAT THERE WAS 10 TO 15 GALLONS OF FUEL REMAINING IN THE RIGHT FUEL TANK. FUEL CALCULATIONS INDICATED THAT ALL OR MOST OF THE USABLE FUEL IN THE LEFT TANK WOULD HAVE BEEN CONSUMED.

Brief of Accident (Continued)

File No. - 1979

6/15/82

MYRTLE BEACH, SC

A/C Reg. No. N1691W

Time (Lc1) - 1335 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1943 8/19/82 SWANSEA, SC A/C Reg. No. N1CJ Time (Lc1) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -MANEUVERING		0	0	0	0

-----Aircraft Information-----

Make/Model - SMITH MINIPLANE	Eng Make/Model - LYCOMING O-290-G4	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1050	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DARDEN AIRPORT, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 10000 FT OVERCAST	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A PLEASURE FLIGHT TO PRACTICE AEROBATIC MANEUVERS. HE HELD A CURRENT CERTIFICATE OF WAIVER WHICH AUTHORIZED HIM TO PRACTICE LOW LEVEL AEROBATICS BELOW 1500 FT ABOVE THE SURFACE. FOUR KNOWN WITNESSES OBSERVED THE AIRCRAFT PULL UP FROM A LOW ALTITUDE, THEN FALL AND SPIN TO THE GROUND. ONE WITNESS, A PRIVATE PILOT, REPORTED THAT THE PILOT PULLED THE PLANE UP, AS IF HE WAS PERFORMING A LOOP. AT THE TOP OF THE CLIMB, THE NOSE CAME DOWN; AND REPORTEDLY, THE PLANE BEGAN TO SPIN INVERTED. DURING AN INVESTIGATION, NO EVIDENCE OF A MALFUNCTION OR FAILURE OF THE ENGINE OR AIRFRAME WAS FOUND EXCEPT FOR IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 1943

8/19/82

SWANSEA, SC

A/C Reg. No. N1CJ

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1841 8/30/82 GREENVILLE, SC A/C Reg. No. N403DC Time (Lcl) - 1055 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206L
Landing Gear - SKID
Max Gross Wt - 4000
No. of Seats - 7

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBO-SHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 180/003 KTS
Visibility - 7.0 SM

Cloud Conditions(1st) - 3800 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DANIELS HELIPAD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - B-206L

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8450 Last 24 Hrs - 1
Make/Model- 1047 Last 30 Days- UNK/NR
Instrument- 195 Last 90 Days- 70
Multi-Eng - 51 Rotorcraft - 8070

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS MAKING AN APPROACH TO A NEW HELIPAD THAT WAS STILL UNDER CONSTRUCTION WHEN HE FELT A SEVERE VIBRATION. AFTER LANDING AND SHUTDOWN, HE DISCOVERED THAT THE TAIL ROTOR HAD STRUCK THE GLASS COVER OF A HELIPORT PERIMETER LIGHT.

Brief of Accident (Continued)

File No. - 1841

8/30/82

GREENVILLE, SC

A/C Reg. No. N403DC

Time (Lc1) - 1055 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - APPROACH LIGHT/NAVAID
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. - 1832 8/08/82 FAIRBURN,SD A/C Reg. No. N19889 Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBURN,SD
Destination
SPOKANE,WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CUSTER STATE PARK
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 875	Last 24 Hrs	- 7
Make/Model	- 410	Last 30 Days	- UNK/NR
Instrument	- 98	Last 90 Days	- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT TOOKOFF WITH 4 OCCUPANTS, BAGGAGE AND 50 GALLONS OF FUEL. THE DENSITY ALTITUDE WAS 4,963 FEET. AFTER TAKEOFF, THE PILOT COULD NOT MAINTAIN ALTITUDE AND STALLED THE AIRCRAFT INTO A FIELD OF HIGH GRASS. THE FLAPS WERE NOT USED.

Brief of Accident (Continued)

File No. - 1832

8/08/82

FAIRBURN, SD

A/C Reg. No. N19889

Time (Lcl) - 0900 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. AIRSPEED - NOT PERFORMED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1942 8/17/82 WATERTOWN,SD A/C Reg. No. N154T Time (Lcl) - 1805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED				
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	1	0	0
Accident Occurred During -MANEUVERING			0	0	0
				0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR	
Max Gross Wt - 1500	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	LOCAL	
Wind Dir/Speed- 160/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 705
SE LAND	Months Since - UNK/NR	Make/Model- 240
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 125

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS SPRAYING A SUNFLOWER FIELD NEXT TO AN ALFALFA*FIELD THAT WAS BEING IRRIGATED. AS HE PULLED UP FROM HIS THIRD SWATH RUN, HE BEGAN A PROCEDURE TURN-AROUND OVER THE ALFALFA FIELD. DURING THE TURN, THE PLANE ROLLED TO AN INVERTED ATTITUDE, THEN PITCHED DOWN AND CRASHED. AN INVESTIGATION REVEALED THAT THE TURN WAS MADE DOWNWIND FROM THE IRRIGATION SPRINKLERS. THE HUMIDITY IN THE VICINITY OF THE TURN WAS ESTIMATED TO BE ABOUT 80%, WHEREAS THE HUMIDITY OVER THE SUNFLOWER FIELD WAS ESTIMATED TO BE ABOUT 40%. THE ELEVATION OF THE CRASH SITE WAS 1860 FT AND THE TEMPERATURE AND ALTIMETER SETTING WERE ABOUT 85 DEG AND 30.12, RESPECTIVELY. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 1942

8/17/82

WATERTOWN,SD

A/C Reg. No. N154T

Time (Lc1) - 1805 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1944 8/22/82 PHILLIP,SD A/C Reg. No. N4010S Time (Lcl) - 1030 MDT

-----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	0	0	0	1
Accident Occurred During	-OTHER	NONE	0	1	0	1
		Crew				
		Pass				

-----Aircraft Information-----

Make/Model	- RAVEN RX-7	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- N/A	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Cloud Conditions(1st)	Type of Clearance	Runway Status
Cloud Conditions(2nd)	Type Approach Flown	
Obstructions to Vision-		
Precipitation		
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 121
SE LAND	Months Since - 1	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23

FREE BALLOON
Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE FOURTH LANDING, THE BALLOON HAD BEEN ON THE GROUND ABOUT 8 MINUTES WHEN A WHIRL WIND SUDDENLY HIT THE ENVELOPE. THE BALLOON LIFTED UP ABOUT 2 TO 3 FT AND WAS BLOWN INTO THE SIDE OF A CHASE VEHICLE. ONE OF THE PASSENGERS WAS THROWN OUT OF THE GONDOLA, BUT LANDED SAFELY. THE OTHER PASSENGER'S SHOULDER WAS FRACTURED WHEN SHE HIT A PROPANE TANK DURING THE IMPACT. THE INJURED PASSENGER AND THE PILOT REMAINED IN THE GONDOLA AS IT ASCENDED ABOUT 40 TO 50 FT. THE PILOT HEATED THE AIR IN THE BALLOON SO THAT IT WOULD REMAIN AT ALTITUDE UNTIL IT WAS FREED FROM THE WHIRL WIND. ABOUT 3 TO 4 MINUTES LATER, THE WHIRL WIND DISSIPATED AND THE PILOT LANDED.

Brief of Accident (Continued)

File No. - 1944

8/22/82

PHILLIP, SD

A/C Reg. No. N40105

Time (Lcl) - 1030 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation STANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1982 9/07/82 FAITH,SD A/C Reg. No. N8127S Time (Lcl) - 1640 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
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- 150/014 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 STURGIS,SD ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data FAITH MUNICIPAL Runway Ident - 14 Runway Lth/Wid - 2300/ 200 Runway Surface - GRASS/TURF Runway Status - DRY
--	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 395
SE LAND	Months Since - 3	Make/Model- 115
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT LIFTED OFF THE RUNWAY NICELY, BUT AFTER CLIMBING TO ABOUT 75 FT AGL, IT STARTED TO LOSE LIFT AND AIRSPEED. HE ELECTED TO LAND ON A GRAVEL ROAD, BUT REPORTED THAT A CAR WAS ON THE ROADWAY. THE AIRCRAFT WAS DAMAGED DURING A LANDING IN THE DITCH BESIDE THE ROAD. THE WIND WAS GUSTING TO 20 KTS AND THE DENSITY ALTITUDE WAS CALCULATED TO BE 4791 FT.

Brief of Accident (Continued)

File No. - 1982

9/07/82

FAITH,SD

A/C Reg. No. N8127S

Time (Lc1) - 1640 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - GUSTS
4. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
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) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2000 3/11/82 BRYAN, TX A/C Reg. No. N51394 Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CESSNA 150J	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	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	COULTER
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 13
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 3000/ 50
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	Type Approach Flow	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 7500	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 9	Make/Model- 500	Last 30 Days- 50
	Aircraft Type - C-150	Instrument- 750	Last 90 Days- 106
		Multi-Eng - 5000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A TOUCH & GO ON RWY 13 THE ENG FAILED. THE CFI ATTEMPTED A LEFT TURN BACK TO RWY 32. DURING THE TURN THE ACFT CONTACTED A TREE, THEN COLLIDED WITH THE GROUND FLIPPING THE ACFT INVERTED. ONE QUART OF FUEL WAS DRAINED FROM THE LEFT TANK & LESS THAN ONE GALLON DRAINED FROM THE RIGHT TANK. THE CFI STATED HE SENT THE STUDENT OUT TO PREFLIGHT & TO HAVE THE FBO REFUEL THE ACFT. THE CFI STATED HE PRESUMED THE FBO HAD ADDED FUEL & THAT THE STUDENT HAD USED THE DIPSTICK SINCE THE FUEL GAUGES WERE KNOWN TO BE INOPERATIVE. THE STUDENT HAD NOT FLOWN IN THIS ACFT BEFORE. HE STATED HE SAW SEVERAL INCHES OF FUEL IN THE TANKS & THAT THE CFI CHECKED HIS APPOINTMENT RECORD BOOK & SAID THEY WOULD BE OKAY ON FUEL BECAUSE 6 GALS HAD BEEN PUT IN EACH TANK EARLIER IN THE DAY.

Brief of Accident (Continued)

File No. - 2000

3/11/82

BRYAN, TX

A/C Reg. No. N51394

Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

1. TOUCH AND GO LANDING - PERFORMED - DUAL STUDENT
2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - DUAL STUDENT
4. FLUID, FUEL - EXHAUSTION
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND(CFI)
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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. - 1818 4/30/82 CARSWELL, TX A/C Reg. No. N4889H Time (Lc1) - 2010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - UNKNOWN

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
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-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
FORT WORTH, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 010/012 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 1700 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 23
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 - 55
Make/Model- 30
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN INSTRUCTOR PILOT AND A PASSENGER (A STUDENT PILOT) DEPARTED NORTH RICHLAND HILLS, TX AT ABOUT 1700 HRS. THE INSTRUCTOR FLEW TO A RECREATIONAL AREA AND LANDED IN AN OPEN NEARBY FIELD. HE GAVE AIRPLANE RIDES TO VARIOUS PERSONS FOR ABOUT 1 1/2 HRS THEN PARKED THE AIRCRAFT. BY THIS TIME THE AIRCRAFT WAS LOW ON FUEL. REPORTEDLY, THE STUDENT PILOT ELECTED TO FLY TO AN AIRPORT AND PURCHASE MORE FUEL SINCE OTHER PERSONS WANTED RIDES. THE INSTRUCTOR STATED THAT THE SUTDENT TOOK THE AIRCRAFT WITHOUT PERMISSION. THE STUDENT FLEW TO MEACHUM FIELD AT FT WORTH, TX AND PURCHASED 10 GALLONS OF FUEL. HE RETURNED AND FLEW OVER THE RECREATION AREA AT DUSK. A SHORT TIME LATER AT ABOUT 2010 LOCAL TIME, THE PLANE COLLIDED WITH RISING TERRAIN NEAR THE RECREATIONAL AREA AND THE OPEN FIELD THAT WAS USED FOR EARLIER LANDINGS. IT WAS NOT DETERMINED WHETHER THE STUDENT WAS TRYING TO LAND OR JUST FLYING LOW. A TOXICOLOGICAL CHECK REVEALED THE STUDENT'S BLOOD/ALCOHOL LEVEL WAS 0.13%. THE PILOT'S SEAT BELT WAS NOT BUCKLED.

Brief of Accident (Continued)

File No. - 1818

4/30/82

CARSWELL, TX

A/C Reg. No. N4889H

Time (Lcl) - 2010 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. TERRAIN CONDITION - RISING
7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
8. SEAT BELT - NOT USED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7

Factor(s) relating to this accident is/are finding(s) 5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1953 5/09/82 ARMSTRONG, TX A/C Reg. No. N9330X Time (Lcl) - 2100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 182E
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 - 265 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 7.0 SM
Cloud Conditions(1st) - 1500 FT BROKEN
Cloud Conditions(2nd) - UNK/NR OVERCAST
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
COLLEGE STATION, TX
Destination
BROWNSVILLE, TX

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 - 59
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1600
Make/Model- 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-----

BEFORE TAKING OFF, THE PILOT REVIEWED THE WEATHER IN PERSON AT THE COLLEGE STATION FSS, BUT DECLINED AN OFFICIAL WEATHER BRIEFING. HE DEPARTED IN GOOD VFR CONDITIONS AND FLEW INTO AN AREA OF KNOWN AND FORECASTED LOW CEILINGS. WHILE EN ROUTE, HIS FLIGHT PATH WAS OVER AN UNINHABITED RANCH LAND BETWEEN KINGSVILLE AND BROWNSVILLE, TX. BY THIS TIME, IT WAS A DARK NIGHT WITHOUT ANY VISIBLE GROUND REFERENCES. AT 2056 CDT, THE PILOT CONTACTED THE ALICE FSS AND REQUESTED THE BROWNSVILLE WEATHER. THE 1845 CDT WEATHER (1300 FT OVERCAST) WAS PROVIDED AND THE PILOT WAS ADVISED THAT A NEW WEATHER SEQUENCE WOULD BE AVAILABLE AT 2105 CDT. AT 2105, THE FSS TRIED TO CALL THE PILOT, BUT THERE WAS NO REPLY. ON 5/16/82, THE PLANE WAS FOUND WHERE IT HAD CRASHED IN A STEEP DIVE WITH THE RIGHT WING LOW. THE 2055 CDT KINGSVILLE WEATHER WAS: 1500 FT SCATTERED, 2000 FT OVERCAST, VISIBILITY 7 MILES. THE 0854 CDT BROWNSVILLE WEATHER WAS: 1000 FT OVERCAST, VISIBILITY 7 MILES.

Brief of Accident (Continued)

File No. - 1953

5/09/82

ARMSTRONG, TX

A/C Reg. No. N9330X

Time (Lc1) - 2100 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. 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) 3,4

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. - 1873 6/04/82 SAN MARCOS, TX A/C Reg. No. N3590P Time (Lcl) - 0755 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-18A	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	LOWMAN FIELD, TX
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 018/005 KTS	ATC/Airspace
Visibility	- 7.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 2000 FT UNK/NR	- NONE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 16000	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model - 2500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1050	Last 90 Days - 103
		Multi-Eng - 100	Rotorcraft - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A FLIGHT TO SPRAY HIS OWN FARM. WHILE MANEUVERING DURING AERIAL APPLICATION, THE LEFT WING TIP STRUCK A TELEPHONE GUY WIRE AND THEN THE PLANE CRASHED. THE PILOT HAD BEEN SPRAYING HIS OWN FARM OVER THE PREVIOUS 10 YRS WITH THE SAME TELEPHONE WIRES IN PLACE.

Brief of Accident (Continued)

File No. - 1873

6/04/82

SAN MARCOS, TX

A/C Reg. No. N3590P

Time (Lcl) - 0755 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, STATIC
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1803

6/08/82

GRAHAM, TX

A/C Reg. No. N6742G

Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -POWER AND PIPELINE PATROL

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 150

Eng Make/Model - CONTINENTAL O-200

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1560

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- 180/016 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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 - 57

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2846

Last 24 Hrs - 8

SE LAND

Months Since - 12

Make/Model- 1010

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 215

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS BEING USED ON A PIPELINE PATROL MISSION. THE PILOT INFORMED THE PIPELINE GROUND CREW OF A PIPELINE LEAK AND CIRCLED THE AREA. THE AIRCRAFT WAS OBSERVED BY THE GROUND CREW TO MAKING A WIDE CIRCLE AT ABOUT 100 FT AGL WHEN IT ABRUPTLY WENT INTO A SPIN AND CRASHED. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT.

Brief of Accident (Continued)

File No. - 1803

6/08/82

GRAHAM, TX

A/C Reg. No. N6742G

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1940 7/04/82 SANGER, TX A/C Reg. No. N4662T Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIETENPOL AIRCAMPER
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - FORD MODEL A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 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- 200/010 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

PRIVATE STRIP
Runway Ident - 17
Runway Lth/Wid - 1600/ 30
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 839
Make/Model- 32
Instrument- 58
Multi-Eng - 15
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS LIMITED TO PATTERN WORK. THE AIRCRAFT BOUNCED ON THE SECOND LANDING AND THE PILOT ELECTED TO GO AROUND. DURING THE TURN TO DOWNWIND, THE ENGINE BEGAN TO LOSE POWER. THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE AND ELECTED TO LAND IN AN OPEN FIELD. JUST PRIOR TO TOUCHDOWN, HE SAW A LARGE DITCH AND ATTEMPTED TO STRETCH HIS GLIDE OVER IT. HOWEVER, THE AIRCRAFT STALLED AND COLLIDED WITH THE DITCH. AN INVESTIGATION REVEALED THAT THE FUEL CAP VENT WAS CLOGGED BY A WASP NEST.

Brief of Accident (Continued)

File No. - 1940

7/04/82

SANGER, TX

A/C Reg. No. N4662T

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, VENT - FOREIGN OBJECT
 2. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
 3. FLUID, FUEL - STARVATION
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1968 7/04/82 HOUSTON, TX A/C Reg. No. N53070 Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -STANDING						

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	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	LAGRANGE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANDRAU AIRPARK, TX	ANDRAU AIRPARK
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 740
	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 100
		Last 90 Days- 8

GLIDER

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RETURNING FROM A SHORT CROSS-COUNTRY, THE PILOT TAXIED TO HIS PARKING SPOT. HIS CAR WAS PARK ON ONE SIDE OF THE AIRCRAFT'S PARKING SPOT AND ANOTHER CAR WAS ON THE OPPOSITE SIDE. THE PILOT'S WIFE DEPLANED TO MOVE HIS CAR WHILE THE AIRCRAFT ENGINE WAS STILL RUNNING. SHE WALKED FORWARD INTO THE ARC OF THE PROPELLER. THE PROPELLER STRUCK HER LEFT ARM AND SHOULDER, SEVERING HER ARM.

Brief of Accident (Continued)

File No. - 1968

7/04/82

HOUSTON, TX

A/C Reg. No. N53070

Time (Lc1) - 1530 CDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1941 7/11/82 MCKINNEY, TX A/C Reg. No. N5429B Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PARACHUTE JUMPING	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	LAUON NORTH
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 18
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 2000/ 30
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- GRAVEL
Condition of Light	Type Approach Flown	Runway Status
	- NONE	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total - 331
SE LAND,ME LAND	Months Since	- 1	Make/Model - 2
	Aircraft Type	- UNK/NR	Instrument - 26
			Multi-Eng - 11
			Last 24 Hrs - 2
			Last 30 Days - UNK/NR
			Last 90 Days - 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A NORMAL SKYDIVER DROP, THE PILOT SPIRALED DOWN FOR A NORMAL LANDING ON A 2000 FT GRAVEL RUNWAY WITH A POWERLINE AT THE APPROACH END. THE WIND WAS REPORTED AS VARIABLE AT 5 KTS. THE PILOT REPORTED THAT DURING THE LANDING, THE AIRCRAFT TOUCHED DOWN ON THE FIRST 1/3 OF THE RUNWAY AND THE BRAKES WERE APPLIED. REPORTEDLY, THE BRAKING ACTION WAS MARGINAL AND THE AIRCRAFT RAN OFF THE END OF THE RUNWAY. THE AIRCRAFT THEN STRUCK A DITCH AND THE NOSE GEAR FAILED. PRIOR TO THE ACCIDENT, THE PILOT WAS WARNED THAT THE AIRCRAFT BRAKES WERE MARGINAL. THE DENSITY ALTITUDE WAS ABOUT 2400 FT.

Brief of Accident (Continued)

File No. - 1941

7/11/82

MCKINNEY, TX

A/C Reg. No. N5429B

Time (Lc1) - 1100 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INADEQUATE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1948 7/12/82 NEW BRAUNFELS, TX A/C Reg. No. N25187 Time (Lcl) - 2012 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - 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 - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FT. WORTH, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAN ANTONIO, TX	Runway Ident - UNK/NR
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 105
SE LAND	Months Since - UNK/NR	Make/Model- 58
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AS HE ATTEMPTED TO APPLY POWER AT THE END OF A DESCENT, THE ENGINE FAILED TO RESPOND. APPROACH CONTROL PROVIDED VECTORS TO AN AIRPORT, BUT THE AIRCRAFT WAS TOO LOW TO REACH IT. THE PILOT SELECTED A ROAD FOR A LANDING, BUT NOTICED POWER LINES AND ELECTED TO LAND ON A HILL, ADJACENT TO THE ROAD. JUST PRIOR TO TOUCHDOWN, THE LEFT MAIN GEAR STRUCK A FENCE AND SEPARATED. AFTER TOUCHDOWN, THE NOSE GEAR COLLAPSED AND THE PLANE SLID TO A STOP. AN INVESTIGATION REVEALED THAT THE FUEL SELECTOR WAS POSITION TO THE RIGHT TANK AND THE RIGHT TANK WAS EMPTY. THE PILOT REPORTED THAT HE HAD NOT SELECTED THE LEFT TANK DURING THE DESCENT.

Brief of Accident (Continued)

File No. - 1948

7/12/82

NEW BRAUNFELS, TX

A/C Reg. No. N25187

Time (Lc1) - 2012 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. OBJECT - FENCE

Occurrence #4 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) 1,2,3,4

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. - 1939 7/14/82 SABINE, TX A/C Reg. No. N116AL Time (Lcl) - 0717 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1
					2

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250C-20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 430 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HIGH ISLAND,GM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAMERON,LA	
Wind Dir/Speed- CALM		Runway Ident - UNK/NR
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type of Clearance - VFR FLT FOLLOWING	Runway Status - WATER - CALM
Obstructions to Vision- NONE	Type Approach Flown - NQNE	HIGH VEGETATION
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,ATP	Current - YES	Total - 13578
SE LAND,ME LAND	Months Since - 8	Make/Model- 5045
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 631
		Multi-Eng - 700
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 131
		Rotorcraft - 9128

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING FLIGHT AT ABOUT 500 FT AGL, THE ENGINE LOST POWER. THE PILOT BEGAN AN AUTOROTATIVE LANDING AND MADE A MAYDAY CALL. HE AUTOROTATED TO A MARSHY AREA WHICH HAD 4 TO 5 FT GRASS. THE HELICOPTER TOUCHED DOWN HARD AND THE MAIN ROTOR BLADES FLEXED DOWN AND SEVERED THE TAIL BOOM. AN INVESTIGATION REVEALED THAT SPLINES ON THE FUEL PUMP DRIVE SHAFT, PN 102-1416-01, HAD WORN TO A POINT WHERE THEY NO LONGER ENGAGED THE SPLINE ADAPTER. ALL APPLICABLE INSPECTIONS HAD BEEN COMPLIED WITH, 205 HRS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1939

7/14/82

SABINE, TX

A/C Reg. No. N116AL

Time (Lcl) - 0717 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,PUMP - WORN
 2. FUEL SYSTEM,PUMP - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - WET
 5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1909 7/15/82 PORT O'CONNOR, TX A/C Reg. No. N3123W Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	WELSH, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT O'CONNOR, TX	CLOSED AIRPORT
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 30
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
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,CFI	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 18	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- 3700
		Multi-Eng - 4450
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 110

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO LAND AT AN AIRSTRIP THAT HE HAD LANDED AT ABOUT 3 YEARS PREVIOUSLY. BEFORE LANDING, HE MADE A 500 FT PASS OVER THE STRIP. HE REPORTED THAT THE SUN AND GLARE WERE BRIGHT. HE SAW WHITE SPOTS ON THE STRIP, BUT THOUGHT THEY WERE FILLED-IN AREAS. THE SPOTS WERE ACTUALLY TRUCK LOADS OF SAND ABOUT 3 TO 4 FT HIGH. AS THE AIRCRAFT WAS FLARED DURING THE LANDING, THE RIGHT MAIN GEAR STRUCK ONE OF THE MOUNDS. THE PILOT INITIATED A GO-AROUND, BUT ABORTED IT WHEN THE NOSE GEAR HIT ANOTHER MOUND AND SHEARED. AN INVESTIGATION REVEALED THAT THE AIRPORT HAD BEEN CLOSED AND ITS LISTING HAD BEEN REMOVED FROM THE TEXAS AIRPORT DIRECTORY AND THE AOPA AIRPORT DIRECTORY. ALSO, IT WAS NO LONGER DEPICTED ON THE HOUSTON AERONAUTICAL CHART.

Brief of Accident (Continued)

File No. - 1909

7/15/82

PORT O'CONNOR, TX

A/C Reg. No. N3123W

Time (Lcl) - 1500 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT OPERATING
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. 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) 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. - 1935 7/26/82 EAGLE PASS, TX A/C Reg. No. N304CW Time (Lcl) - 1350 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-E
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIDLAND, TX
Destination
EAGLE PASS, TX

Airport Proximity
ON AIRPORT

Airport Data

GIEBEL RANCH
Runway Ident - UNK/NR
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3825 Last 24 Hrs - 5
Make/Model- 297 Last 30 Days- UNK/NR
Instrument- 412 Last 90 Days- 79
Multi-Eng - 3015

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE OVERFLEW THE RANCH STRIP AND LOOKED IT OVER BEFORE LANDING. HE STATED THAT HE TOUCHED DOWN ON THE FIRST 200 FT OF THE 2200 FT, ASPHALT RUNWAY, BUT EACH TIME THE BRAKES WERE APPLIED, THE WHEELS WOULD LOCK AND SKID DUE TO LOOSE GRAVEL ON THE PAVEMENT. HE FURTHER STATED THAT WHEN HE KNEW HE WOULD BE UNABLE TO STOP ON THE RUNWAY, HE SHUT DOWN BOTH ENGINES AND TURNED THE AIRCRAFT TO THE RIGHT. HE DID THIS TO RUN THE AIRCRAFT ONTO A DYKE RATHER THAN HIT RAILROAD TIES AT THE END OF THE RUNWAY. SUBSEQUENTLY, THE NOSE AND RIGHT MAIN GEAR COLLAPSED. THE DENSITY ALTITUDE WAS ABOUT 3200 FT.

Brief of Accident (Continued)

File No. - 1935

7/26/82

EAGLE PASS, TX

A/C Reg. No. N304CW

Time (Lc1) - 1350 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1897 7/28/82 ABILENE, TX A/C Reg. No. N326CA Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - CHECK	Fire	0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - BEECH B99A	Eng Make/Model - P&W PT6-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10400	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 17	Rated Power - 680 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ABILENE MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17R
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7200/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5936
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2000
	Aircraft Type - B-99A	Instrument- 509
		Multi-Eng - 5372
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS IN THE LEFT SEAT AND WAS GETTING A CHECK RIDE FROM THE CHIEF PILOT WHO WAS IN THE RIGHT SEAT. AFTER MAKING A SERIES OF TOUCH-AND-GO LANDINGS, THE AIRCRAFT PULLED SLIGHTLY TO THE LEFT DURING A TAKEOFF. A FULL PATTERN WAS THEN FLOWN TO RUNWAY 17R WITH THE INTENT OF MAKING A FULL STOP LANDING. BOTH PILOTS STATED THAT AFTER A NORMAL TOUCHDOWN, THE AIRCRAFT STARTED PULLING TO THE LEFT. THEY REPORTED THAT EVEN WITH FULL RIGHT RUDDER AND FULL REVERSE PROP, AS WELL AS FULL BRAKING, THEY WERE UNABLE TO KEEP THE AIRCRAFT ON THE RUNWAY. THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND THE LEFT MAIN LANDING GEAR COLLAPSED. THE COMPANY MAINTENANCE SUPERVISOR CHECKED THE BRAKES AFTER ARRIVING AT THE ACCIDENT SITE. HE FOUND BOTH LEFT MAIN TIRES BLOWN OUT AND REPORTED THE HOLES WERE ALIGNED AS THOUGH THE WHEELS HAD NOT ROTATED AFTER BEING LOCKED. HE STATED THE BRAKES WERE VERY HOT, BUT HE COULD ROTATE THE WHEELS BY HAND. INVESTIGATION DID NOT REVEAL A MALFUNCTION OR DETERMINE THE SEQUENCE PRIOR TO FAILURE.

Brief of Accident (Continued)

File No. - 1897

7/28/82

ABILENE, TX

A/C Reg. No. N326CA

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED
 2. LANDING GEAR, TIRE - FAILURE, TOTAL
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1814

8/01/82

COTULLA, TX

A/C Reg. No. N832BW

Time (Lcl) - 0640 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 8

Eng Make/Model - CONTINENTAL TGSIO-520-H
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/020 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
OKLAHOMA, OK
Destination
HARLINGEN, TX

Airport Proximity
ON AIRPORT

Airport Data

COTULLA MUNICIPAL
Runway Ident - 31
Runway Lth/Wid - 3300/ 60
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
ME LAND

Age - 54

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR
Make/Model- 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-----

WHILE ON A CROSS-COUNTRY BUSINESS FLIGHT THE LEFT ENGINE STARTED RUNNING ROUGH. THE PILOT SHUT DOWN THE ENGINE AND DIVERTED TO COTULLA, TX, WHERE HE MADE A SINGLE ENGINE APPROACH AND LANDING. THE PILOT LANDED WITH A 20 KT TAIL WIND, WAS UNABLE TO STOP THE AIRCRAFT WITHIN THE CONFINES OF THE RUNWAY, AND CRASHED INTO A WIRE FENCE. THE REASON FOR THE ROUGH RUNNING ENGINE REMAINS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1814

8/01/82

COTULLA, TX

A/C Reg. No. N832BW

Time (Lc1) - 0640 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - TAILWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. PROPER TOUCHDOWN POINT - EXCEEDED - 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. - 1870 8/08/82 BANDERA, TX A/C Reg. No. N148AF Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-AIDS
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
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- 270/020 KTS
Visibility - 2.0 SM

Cloud Conditions(1st) - UNK/NR OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- BLOWING DUST

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EAGLE PASS, TX

Destination
FLYING L. RANCH, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1795

Make/Model- 400

Instrument- UNK/NR

Multi-Eng - 607

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 212

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING FROM MEXICO, THE PILOT LANDED AT EAGLE PASS, TX AND CLEARED U.S. CUSTOMS. WITHOUT REFUELING OR OBTAINING A WEATHER BRIEFING, HE CONTINUED TOWARD HIS HOME AIRFIELD AT THE FLYING L RANCH NEAR BANDERA, TX. LOCAL WEATHER OBSERVATIONS INDICATED THAT THERE WERE THUNDERSTORMS AND HEAVY RAINS AT THE FLYING L RANCH, BUT ONLY LIGHT RAIN TO THE SOUTH. APPROACHING FROM THE SOUTH, THE PILOT FLEW OVER THE RANCH OF A BUSINESS ASSOCIATE, THEN PROCEEDED NORTH TOWARD THE FLYING L RANCH. SHORTLY THEREAFTER, THE PILOT RETURNED. BY THIS TIME, LIGHT PRECIPITATION WAS JUST BEGINNING WHILE LIGHTNING AND HEAVIER RAIN SHOWERS WERE OBSERVED TO THE NORTH. THE WIND WAS FROM 270 DEG AT 20, GUSTING 25 KTS. THE PILOT APPROACHED AN OPEN FIELD BEHIND HIS FRIENDS PROPERTY FROM THE NORTH, LANDED, THEN INITIATED A GO-AROUND. DURING THE GO-AROUND, THE PLANE HIT THE TOPS OF 3 TREES, PITCHED NEARLY STRAIGHT UP INTO A HALF LOOP, THEN STRUCK THE GROUND IN A NOSE LOW ATTITUDE. THERE WAS 20 TO 25 GAL OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 1870

8/08/82

BANDERA, TX

A/C Reg. No. N148AF

Time (Lc1) - 1600 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - RAIN
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 6. WEATHER CONDITION - CROSSWIND
 7. WEATHER CONDITION - GUSTS
 8. GO-AROUND - DELAYED - PILOT IN COMMAND
 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) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1925 8/08/82 NO. RICHLAND HILLS, TX A/C Reg. No. N201BQ Time (Lcl) - 1520 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	3

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----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/YES
Stall Warning System - UNK/NR
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- 090/009 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
AUSTIN, TX
Destination
NO. RICHLAND HILLS, TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
MANGHAM
Runway Ident - 17
Runway Lth/Wid - 2800 -UNK/NR
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 155
Make/Model- 105
Instrument- 6
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON RUNWAY 17 WHICH HAD A SLIGHT DOWNGRADE. THE 2800 FT, ASPHALT RUNWAY WAS WET FROM A SHOWER THAT HAD JUST PASSED OVER AND THERE WAS NO EFFECTIVE HEAD WIND. ALSO, THE DENSITY ALTITUDE WAS ABOUT 2800 FT. DURING THE LANDING, THE AIRCRAFT FLOATED ABOUT 1/4 OF THE WAY DOWN THE RUNWAY BEFORE TOUCHING DOWN. THE PILOT WAS UNABLE TO STOP ON THE REMAINING RUNWAY AND THE AIRCRAFT CONTINUED INTO A FENCE AND WAS DAMAGED. THE PILOT REPORTED THAT THERE WERE DIPS AND POT HOLES IN THE RUNWAY.

Brief of Accident (Continued)

File No. - 1925

8/08/82

NO. RICHLAND HILLS, TX

A/C Reg. No. N201BQ

Time (Lc1) - 1520 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
7. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1990 9/01/82 MCCOOK, TX A/C Reg. No. N9703V Time (Lcl) - 1910 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAN ANTONIO, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MCCOOK, TX	
Wind Dir/Speed	- 120/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 18
Cloud Conditions(1st)	- 4000 FT SCATTERED	Type of Clearance	- 3000 -UNK/NR
Cloud Conditions(2nd)	- 25000 FT BROKEN	Type Approach Flown	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 220	Last 24 Hrs - 5
SE LAND	Months Since - 7	Make/Model - 220	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 5	Last 90 Days - 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PILOT WAS LANDING WITH A RIGHT CROSSWIND CONDITION, THE AIRCRAFT DRIFTED OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A CONCRETE STAND PIPE. THIS RESULTED IN DAMAGE TO THE WING, WING STRUT AND PROPELLER. A GO-AROUND WAS ATTEMPTED, BUT THE DAMAGED PROPELLER FAILED TO PRODUCE SUFFICIENT THRUST. THE AIRCRAFT CAME TO REST IN A FIELD.

Brief of Accident (Continued)

File No. - 1990

9/01/82

MCCOOK, TX

A/C Reg. No. N9703V

Time (Lc1) - 1910 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1981 9/05/82 EDEN, TX A/C Reg. No. N90744 Time (Lc1) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire NONE	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91		Pass 0	0	1	0	
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-324-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE HELIPORT
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 208
SE LAND	Months Since - 4	Make/Model- 97
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Rotorcraft - 97

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTD THAT HE LIFTED OFF TO A THREE FOOT HOVER, CHECKED HIS INSTRUMENT READINGS, THEN TOOK OFF. HE REPORTED CLIMBING TO 15 FEET TO CLEAR SOME BUSHES AND TWO FENCES THAT WERE IN HIS FLIGHT PATH. AS HE APPROACHED THE FIRST FENCE, THE HELICOPTER WAS HIT BY A STRONG GUST OF WIND CAUSING THE NOSE TO TURN RIGHT. THE ROTOR RPM DECAYED AND THE HELICOPTER DESCENDED AND HIT THE SECOND FENCE, THEN ROLLED OVER ON ITS LEFT SIDE. THE PILOT ESTIMATED THAT THE WIND WAS GUSTING TO 15 KTS, THE TEMPERATURE WAS 90 DEGREES AND THE ELEVATION WAS 2000 FT.

Brief of Accident (Continued)

File No. - 1981

9/05/82

EDEN, TX

A/C Reg. No. N90744

Time (Lcl) - 1430 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - GUSTS
 3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - FENCE
-

Occurrence #2 ROLL 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) 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. - 1923 9/06/82 HOUSTON, TX A/C Reg. No. N73562 Time (Lcl) - 1800 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

2

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Cloud Conditions(1st) - 5500 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT SCATTERED

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOUSTON, TX

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - ROUGH

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 - 21

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 215

Make/Model- 152

Instrument- 9

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A CRUISE DESCENT FROM 1800 TO 1500 FT AGL, THE PILOT ADJUSTED HIS THROTTLE TO MAINTAIN HIS AIRSPEED AND ALTITUDE. HOWEVER, THERE WAS NO RESPONSE. THE THROTTLE COULD BE PUSHED IN AND PULLED OUT WITH NO INCREASE IN POWER. A CROSSWIND LANDING WAS MADE ON A ROAD THAT WAS UNDER CONSTRUCTION. WHILE DODGING DEBRIS, THE AIRCRAFT STRUCK A CANISTER AND THE LEFT MAIN GEAR WAS SHEARED OFF. THE PILOT STATED THAT HE THOUGHT THE CARBURETOR FROZE, BUT THIS WAS NOT VERIFIED. THE PILOT REPORTED THAT THE WEATHER WAS CLEAR WITH THE WIND FROM THE SOUTH AT 10 GUSTING 15 KTS. ABOUT 20 MILES AWAY AT A WEATHER STATION, THE WIND WAS FROM 110 DEGREES AT 10 KTS AND THE TEMPERATURE WAS 88 DEGREES.

Brief of Accident (Continued)

File No. - 1923

9/06/82

HOUSTON, TX

A/C Reg. No. N73562

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594,

Brief of Accident

File No. - 1962 9/19/82 FRIENDSWOOD, TX A/C Reg. No. N89758 Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TOMBALL, TX
Destination
FRIENDSWOOD, TX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

CLOVER FIELD
Runway Ident - 14
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 781 Last 24 Hrs - 0
Make/Model- 160 Last 30 Days- UNK/NR
Instrument- 51 Last 90 Days- 175
Multi-Eng - 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE FLIGHT CREW LOST DIRECTIONAL CONTROL WHILE LANDING WITH A RIGHT QUARTERING HEAD WIND. SUBSEQUENTLY, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY, WENT INTO A DRAINAGE DITCH, AND WAS DAMAGED. AN INVESTIGATION REVEALED THAT THE RIGHT BRAKE HAD FAILED.

Brief of Accident (Continued)

File No. - 1962

9/19/82

FRIENDSWOOD, TX

A/C Reg. No. N89758

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1877 10/30/82 WOODVILLE, TX A/C Reg. No. N3858K Time (Lcl) - 2325 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 140 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 - IMC	LOCAL	WOODVILLE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 16
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 68
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 0
		Instrument- 54
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 2310 CDT, THE OWNER/PILOT AND TWO OTHER PERSONS TOOK OFF FROM THE TYLER COUNTY AIRPORT AT WOODVILLE, TX. ABOUT 15 MINUTES LATER, THE PLANE CRASHED AT THE INTERSECTION OF THE RUNWAY (16/34) AND A PERPENDICULAR TAXIWAY. IMPACT AND PROPELLER STRIKE MARKS WERE FOUND ON THE RUNWAY. THE IMPACT OCCURRED ON A HEADING OF 280 DEG AND CONTINUED TO THE RIGHT OF THE TAXIWAY. AFTER IMPACTING, THE PLANE TRAVELED ABOUT 230 FT ONTO A RAMP AND STRUCK TWO PARKED AIRCRAFT, CESSNA 182, N7256E AND PIPER PA-28, N1471T. AN INSPECTION OF THE AIRCRAFT AND A TEARDOWN OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION. ABOUT 40 MILES NORTH NORTHWEST AT LUFKIN, TX, THE WEATHER WAS PARTIALLY OBSCURED, 400 FT THIN BROKEN, VISIBILITY 1 MI WITH FOG, WIND 150 AT 6 KTS. THE OWNER HELD A STUDENT PILOT CERTIFICATE DATED 6/27/80 (EXPIRED) WITH LIMITATIONS, NOT VALID FOR NIGHT OR BY COLOR CONTROL SIGNAL.

Brief of Accident (Continued)

File No. - 1877

10/30/82

WOODVILLE, TX

A/C Reg. No. N3858K

Time (Lc1) - 2325 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
 3. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
 5. WEATHER CONDITION - FOG
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

6. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 1852 3/04/82 3NM EAST OF MARYVALE,UT A/C Reg. No. N3963F Time (Lcl) - 1715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	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 - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KANAB,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SALT LAKE CITY,UT	Runway Ident - N/A
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - OBSCURED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - OBSCURED	Type Approach Flown - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 228
SE LAND	Months Since - 10	Make/Model- 218
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 0
		Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES IN THE VICINITY OF THE ACCIDENT AT THE APPROXIMATE TIME OF THE ACCIDENT STATED THAT BLIZZARD LIKE WEATHER CONDITIONS EXISTED, THAT THE SNOW FALL WAS DENSE & THE WIND WAS VARIABLE & GUSTING. THE WRECKAGE WAS LOCATED ATOP A MOUNTAIN AT APPROXIMATELY THE 7500 FT LEVEL. PERSONS WHO KNEW THE PLT STATED HE WOULD FLY IN WX CONDITIONS EXCEEDING VFR CONDITIONS.

Brief of Accident (Continued)

File No. - 1852

3/04/82

3NM EAST OF MARYVALE,UT

A/C Reg. No. N3963F

Time (Lcl) - 1715 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - OBSCURATION
 4. WEATHER CONDITION - SNOW
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 6. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
 7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

8. TERRAIN CONDITION - HIGH TERRAIN
 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1972 7/28/82 WOODS CROSS, UT A/C Reg. No. N360CB Time (Lcl) - 1300 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	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - OAR ACAPELLA
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 165 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 - 25.0 SM
Cloud Conditions(1st) - 7000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ROCK SPGS., WY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

SKYPARK S.L.
Runway Ident - 34
Runway Lth/Wid - 4700/ 100
Runway Surface - ASPHALT
Runway Status - WET
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1584	Last 24 Hrs	- 4
Make/Model	- 158	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 14
Multi-Eng	- 60		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AS HE WAS LIFTING THE NOSE WHEEL DURING TAKEOFF WHEN THE LEFT TIRE ENCOUNTERED 1 TO 2 INCHES OF WATER AND BROKEN PAVEMENT. HE STATED THAT THE PLANE VEERED LEFT AND HE APPLIED FULL RIGHT RUDDER TO RECOVER, THEN THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY. ACCORDING TO THE PILOT, THE PLANE ENCOUNTERED TALL, WET GRASS AND HE WAS UNABLE TO OBTAIN FLYING SPEED, SO HE ABORTED, BUT THE LEFT WING HIT A PILE OF CINDER BLOCKS. A WITNESS REPORTED THAT THE AIRCRAFT BECAME AIRBORNE WHEN THE PLANE HIT A DIP IN THE RUNWAY AND IT CONTINUED TO FLY UNTIL IT CRASHED.

Brief of Accident (Continued)

File No. - 1972

7/28/82

WOODS CROSS,UT

A/C Reg. No. N360CB

Time (Lcl) - 1300 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
 4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 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) 4,5,6

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. - 1866 5/27/82 OAKWOOD, VA A/C Reg. No. N9986K Time (Lc1) - 1210 EDT

-----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

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		2	0	0	0

-----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 - 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- 230/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 1000 FT SCATTERED
Cloud Conditions(2nd) - 4000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VANSANT, VA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wld - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI

HELICOPTER

Age - 32
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - B-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2701
Make/Model- 1000
Instrument- UNK/NR
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 13
Rotorcraft - 2650

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT WAS FLYING RAILROAD OFFICIALS TO INSPECT RAIL LINES THAT HAD BEEN COVERED BY MUD SLIDES CAUSED BY RECENT HEAVY RAINS. A WITNESS HEARD THE HELICOPTER COMING UP THE VALLEY & THEN HEARD TWO POPPING SOUNDS. HE SAW THE HELICOPTER FALLING TO THE GROUND NEAR SOME POWER LINES STRUNG ACROSS THE VALLEY OVER THE RAILROAD TRACKS. THE POWER LINE ASSEMBLY CONSISTED OF TWO STATIC LINES AT THE TOP & THREE POWER LINES AT THE BOTTOM. THE UPPERMOST STATIC LINE WAS SEPARATED & LYING ON THE LOWER STATIC LINE. THE LINES ARE APPROXIMATELY 300 FT AGL & WERE UNMARKED. THE PLT WAS FAMILIAR WITH THE OPERATING AREA & PURPORTEDLY AWARE OF THE LOCATION OF THE POWER LINES.

Brief of Accident (Continued)

File No. - 1866

5/27/82

OAKWOOD,VA

A/C Reg. No. N9986K

Time (Lc1) - 1210 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - WIRE,STATIC
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1954 5/14/82 WALLA WALLA, WA A/C Reg. No. 175Q Time (Lc1) - 2156 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 2	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - BEECHCRAFT S35	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	Rated Power - 280 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HERMISTON, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPOKANE, WA	Runway Ident - N/A
Wind Dir/Speed- 160/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 10000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 20000 FT OVERCAST	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 400
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE ON A DARK NIGHT, THE AIRCRAFT COLLIDED WITH MOUNTAINOUS TERRAIN IN A HEAVILY WOODED, SNOW COVERED AREA. AN INVESTIGATION REVEALED THAT THE PLANE CRASHED WHILE IN OR NEAR LEVEL FLIGHT AT AN ALTITUDE OF ABOUT 4500 FT MSL. THE TOP OF THE MOUNTAIN WAS ABOUT 5200 FT. THERE WERE BROKEN AND OVERCAST SKY CONDITIONS WELL ABOVE THE ALTITUDE OF THE CRASH SITE. THERE WAS NO MOON ON THAT NIGHT AND THE CLOUDS WOULD HAVE BLOCKED OUT ALL REFERENCE TO THE SKY. ALSO, THERE WERE NO KNOWN GROUND REFERENCE LIGHTS IN THE AREA OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1954

5/14/82

WALLA WALLA, WA

A/C Reg. No. 175Q

Time (Lc1) - 2156 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1963 7/25/82 TIETON,WA A/C Reg. No. 8741D Time (Lcl) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 3

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
YAKIMA,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 121	Last 24 Hrs -	10
Make/Model-	91	Last 30 Days-	4
Instrument-	1	Last 90 Days-	81

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PILOT TURNED TO THE LEFT, BUT THEN HE WAS UNABLE TO CLEAR TREES WHILE CLIMBING OVER RISING TERRAIN. A WITNESS THAT SAW THE PLANE TURN AFTER TAKEOFF STATED THAT MOST AIRPLANES CONTINUE CLIMBING OVER A NEARBY LAKE AND GAIN ALTITUDE BEFORE TURNING. THE DENSITY ALTITUDE WAS ABOUT 4300 FT.

Brief of Accident (Continued)

File No. - 1963

7/25/82

TIETON,WA

A/C Reg. No. 8741D

Time (Lcl) - 1000 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1809 8/07/82 SHELTON, WA A/C Reg. No. N10966 Time (Lcl) - 1403 PDT

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1
						3

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3550	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 420 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	SANDERSON FIELD
Wind Dir/Speed-	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- UNK/NR
Obstructions to Vision-	Type of Clearance	Runway Surface
Precipitation	- NONE	- DIRT
Condition of Light	Type Approach Flown	Runway Status
	- NONE	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 10	Make/Model-
HELICOPTER	Aircraft Type	- H-369D	Instrument-
			53
			Last 24 Hrs
			- 7
			Last 30 Days-
			62
			Last 90 Days-
			230
			Rotorcraft
			- 1245

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIGHT SEEING FLIGHT THE PILOT SMELLED A BURNING ODOR AND PREPARED TO MAKE A PRECAUTIONARY OFF-AIRPORT LANDING. SHORTLY THEREAFTER, ENGINE RPM DECAYED AND AN AUTOROTATIVE LANDING WAS EFFECTED ON A DIRT ROAD. ON TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DOWNWARD, STRIKING THE TAIL BOOM AND SEPARATING IT FROM THE FUSELAGE. THE INVESTIGATION REVEALED THE TURBINE-TO-COMPRESSOR COUPLING WAS BOUND TO THE POWER TURBINE SHAFT WHICH SLEEVES IT. THERE WAS EVIDENCE OF THERMAL AND MECHANICAL DISTRESS TO THE COMPONENTS, CAUSED BY OVER-HEATING AND COKING OF THE OIL.

Brief of Accident (Continued)

File No. - 1809

8/07/82

SHELTON,WA

A/C Reg. No. N10966

Time (Lc1) - 1403 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM - BLOCKED(TOTAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. ROTOR SYSTEM,MAIN ROTOR BLADE - ENGAGED
 4. ROTOR SYSTEM,TAIL ROTOR HUB - SEPARATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1994 9/02/82 PAULSB0,WA A/C Reg. No. N9410L Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - AMERICAN AA-1A	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	OFF AIRPORT/STRIP
Method - N/A	TACOMA,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EVERETT,WA	
Wind Dir/Speed- 045/007 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 - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3500
SE LAND,ME LAND	Months Since - 3	Make/Model- 220
	Aircraft Type - C-141B	Instrument- 190
		Multi-Eng - 3000
		Last 24 Hrs - 1
		Last 30 Days- 28
		Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEMONSTRATING A PRACTICE FORCED LANDING APPROACH, A CLIMB WAS STARTED. SHORT THEREAFTER, THE ENGINE LOST POWER AND AN ACTUAL FORCED LANDING WAS MADE IN A WOODED AREA. THE AIRCRAFT WAS DAMAGED BEYOND ECONOMICAL REPAIR WHEN IT STRUCK TREES DURING THE LANDING. ONLY A SMALL AMOUNT OF RESIDUAL FUEL WAS FOUND IN THE LEFT WING TANK. THE RIGHT WING TANK WAS RUPTURED BY IMPACT FORCES. NO FUEL WAS FOUND IN THE ENGINE LINES OR CARBURETOR. THE PILOT STATED THAT AFTER THE ENGINE LOST POWER, HE CHANGED THE FUEL SELECTOR FROM THE RIGHT TANK TO THE LEFT TANK. HE STATED THAT ABOUT FIVE MINUTES PRIOR TO THE POWER LOSS, THE RIGHT FUEL GAUGE INDICATED THE TANK WAS ABOUT 1/4 FULL.

Brief of Accident (Continued)

File No. - 1994

9/02/82

PAULSB0,WA

A/C Reg. No. N9410L

Time (Lc1) - 1500 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - INCORRECT
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FLUID,FUEL - EXHAUSTION
 4. FUEL SUPPLY - MISJUDGED - 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
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1989 9/05/82 CLE ELUM, WA A/C Reg. No. N1295F Time (Lcl) - 1540 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	Pass	0	0	1	0
Accident Occurred During	-APPROACH					

-----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	- 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	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	SEATTLE, WA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	CLE ELUM, WA	ELE ELUM MUNICIPAL	
Wind Dir/Speed	- 270/006 KTS		Runway Ident	- 25
Visibility	- 40.0 SM	ATC/Airspace	Runway Lth/Wid	- 2452/ 25
Cloud Conditions(1st)	- 2000 FT SCATTERED	Type of Flight Plan	- VFR	
Cloud Conditions(2nd)	- 20000 FT SCATTERED	Type of Clearance	- TOWER	
Obstructions to Vision	- NONE	Type Approach Flown	- VISUAL FULL CIRCUIT	
Precipitation	- NONE		Runway Surface	- GRAVEL
Condition of Light	- DAYLIGHT		Runway Status	- DRY

-----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 - 135	Last 24 Hrs - 1
SE LAND	Months Since - 6	Make/Model - 29	Last 30 Days - 10
	Aircraft Type - CESSNA	Instrument - 1	Last 90 Days - 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO GET ADDITIONAL CROSS-COUNTRY AND MOUNTAIN FLYING TIME, SO SHE ELECTED TO FLY TO CLE ELUM, WA. UPON ARRIVAL, SHE FLEW OVER AND OBSERVED THE WIND SOCK TO BE LIMP. WHILE ON APPROACH TO RUNWAY 25, SHE DECIDED SHE WAS TOO LOW AND EXECUTED A GO-AROUND. SHE REPORTED ADDING FULL POWER, RAISING THE FLAPS AND ATTEMPTING TO CLIMB OVER TREES. AT ABOUT THAT TIME, SHE HEARD THE STALL WARNING HORN. SHE REPORTED LOWERING THE NOSE; HOWEVER, THE AIRCRAFT SETTLED INTO THE TREES AND WAS SUBSTANTIALLY DAMAGED. THE PILOT HAD RECEIVED A PRIVATE CERTIFICATE ABOUT SIX MONTHS EARLIER. THIS WOULD HAVE BEEN HER FIRST LANDING AT CLE ELUM.

Brief of Accident (Continued)

File No. - 1989

9/05/82

CLE ELUM,WA

A/C Reg. No. N1295F

Time (Lc1) - 1540 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1872 9/05/82 23 MI ENE TOUTLE,WA A/C Reg. No. N48915 Time (Lcl) - 1703 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-SIGHTSEEING(NOT PART 135)	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During	-MANEUVERING			1	5	0
					0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	PACKWOOD,WA
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 150/010 KTS	ATC/Airspace
Visibility	- 30.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- NONE	- NONE
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3178	Last 24 Hrs - UNK/NR
SE LAND,SE SEA	Months Since - 13	Make/Model- 8	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - C-150	Instrument- 57	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SIGHTSEEING FLT IN THE MT.ST.HELENS NATIONAL VOLCANIC MONUMENT AREA THE ACFT CRASHED ON THE MUD FLATS OF THE NORTH FORK OF THE TOUTLE RIVER IN A RELATIVELY FLAT & OPEN AREA. THERE WERE INDICATIONS OF A MASSIVE OIL LEAK FROM THE ENG AREA IN FLIGHT. ENG EXAMINATION REVEALED A DEMOUNTED NO. 3 CYLINDER. HOLD DOWN BOLTS WERE MISSING FROM ONE 1/2 INCH STUD & ONE 1/2 INCH THROUGHOLT, & FROM TWO 3/8 INCH STUDS. THERE WAS NO EVIDENCE OF TENSILE OVERLOADING OR STRIPPING. ONE HOLD DOWN NUT OF EACH SIZE WAS LOCATED UNATTACHED & CAPTURED IN THE EXTERIOR ENG BAFFLING. THE NO. 3 CONROD CAP WAS MISSING. THE ENG HAD ACCRUED 446 HRS SINCE OVERHAUL & 24 HRS SINCE LAST INSPECTION. THE WRECKAGE WAS FOUND NEAR A LEVEL STRAIGHT ROAD FREE OF SHOULDER OBSTRUCTIONS. A SURVIVING PAX STATED A FORCED LANDING ON A ROAD WOULD BE MADE. A STEEP TURN WAS MADE OVER THE ROAD & THE ACFT "FELL." THE OWNER'S MANUAL STATES THE PLT SHOULD BE AT 1000FT AGL AT THE DOWNWIND POSITION FOR A NORMAL APPROACH TO A POWER-OFF LANDING. THE STALL WARNING SYSTEM WAS REPORTED INOPERATIVE.

Brief of Accident (Continued)

File No. - 1872

9/05/82

23 MI ENE TOUTLE,WA

A/C Reg. No. N48915

Time (Lc1) - 1703 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - IMPROPER
2. ENGINE ASSEMBLY,CYLINDER - LOOSE
3. ENGINE ASSEMBLY,CYLINDER - SEPARATION
4. OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. PLANNED APPROACH - POOR - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. DESCENT - MISJUDGED - PILOT IN COMMAND
8. WARNING SYSTEM(OTHER) - INOPERATIVE
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,9

Factor(s) relating to this accident is/are finding(s) 5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1973 9/17/82 YAKIMA,WA A/C Reg. No. N9218S Time (Lcl) - 1042 PDT

-----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 Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/006 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
GOLDENDALE,WA
Destination
YAKIMA,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

YAKIMA AIR TERMINAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BE-19

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 111	Last 24 Hrs - 8
Make/Model- 40	Last 30 Days- 40
Instrument- 3	Last 90 Days- 91

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON THE LAST LEG OF A FLIGHT FROM CALIFORNIA TO YAKIMA, WASHINGTON. IT HAD NOT BEEN REFUELED DURING A STOP AT GOLDENDALE, WASHINGTON. WHILE DESCENDING TOWARD YAKIMA, THE PILOT REPORTED TO THE TOWER THAT HE WAS OUT OF FUEL. DURING A FORCED LANDING IN A COW PASTURE, THE AIRCRAFT BECAME AIRBORNE AGAIN AFTER CROSSING A DITCH, THEN COLLIDED WITH A FENCE. WING AND VERTICAL STABILIZER DAMAGE WAS REPORTED.

Brief of Accident (Continued)

File No. - 1973

9/17/82

YAKIMA,WA

A/C Reg. No. N9218S

Time (Lc1) - 1042 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1933 7/11/82 FRANKLIN, WI A/C Reg. No. N77697 Time (Lcl) - 1340 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - FAIRCHILD 24R-46A	Eng Make/Model - RANGER 6-440C-5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		RAINBOW
Basic Weather - VMC	ATC/Airspace	Runway Ident - 27
Wind Dir/Speed- 290/015 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2125/ 32
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - 4500 FT BROKEN	Type Approach Flown - CONTACT	Runway Status - DRY
Cloud Conditions(2nd) - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 360
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 360
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF AND REMAINED IN THE TRAFFIC PATTERN TO LAND ON RUNWAY 27. HE ESTIMATED THAT THE WIND WAS FROM 300 DEGREES AT 10 KNOTS. HE REPORTED THAT ON FINAL APPROACH, HE GOT TOO LOW; THEN ABOUT 200 FT SHORT OF THE RUNWAY, HIS HEAD WIND WAS BLOCKED BY TREES THAT WERE ADJACENT TO THE RUNWAY. HE STATED THAT THE AIRCRAFT STALLED AT ABOUT 8 FT AGL AND TOUCHED DOWN ABOUT 150 FT SHORT OF THE RUNWAY, DAMAGING THE AIRCRAFT. SEVEN MILES NORTH AT THE NEAREST WEATHER STATION, THE WINDS WERE REPORTED FROM 190 DEGREES AT 15, GUSTING TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 1933

7/11/82

FRANKLIN,WI

A/C Reg. No. N77697

Time (Lc1) - 1340 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - WINDSHEAR
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

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. - 1847 7/16/82 WASHINGTON, IS,WI A/C Reg. No. N64947 Time (Lcl) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	2	0
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 - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MINNEAPOLIS,MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WASHINGTON IS,WI	WASHINGTON IS
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2500/ 200
Cloud Conditions(1st) - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Approach Flown - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR *	Total - 117
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 37
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT MADE AN APPROACH TO RUNWAY 14 FOR A NIGHT LANDING. AFTER FLARING TO LAND, THE AIRCRAFT WAS OBSERVED TO FLOAT. THE PILOT STATED THAT HE HAD COME IN HIGH, AND DURING A GO-AROUND, THE AIRCRAFT DID NOT SEEM TO CLIMB PROPERLY, THEN SUDDENLY THE AIRCRAFT WAS IN THE TREES. HE HEARD NO STALL WARNING. AN INVESTIGATION REVEALED THAT THE PLANE HAD STRUCK A RESIDENTIAL LEAD-IN POWER LINE AND TREES ABOUT 500 FT BEYOND THE RUNWAY AND 1000 LEFT OF THE RUNWAY CENTERLINE. NO DISCREPANCIES WERE REPORTED, EXCEPT THAT THE CARBURETOR HEAT WAS FOUND FULL ON.

Brief of Accident (Continued)

File No. - 1847

7/16/82

WASHINGTON, IS,WI

A/C Reg. No. N64947

Time (Lc1) - 2130 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - DUSK
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. OBJECT - WIRE,TRANSMISSION
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. - 1823

8/28/82

KENOSHA, WI

A/C Reg. No. N8186X

Time (Lc1) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCHAUMBERG, IL
Destination
KENOSHA, WI

Airport Proximity
OFF AIRPORT/STRIP.

Airport Data

KENOSHA
Runway Ident - 06
Runway Lth/Wid - 3300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 141	Last 24 Hrs - 1
Make/Model- 95	Last 30 Days- 6
Instrument- 0	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

N8186X CRASHED 300 FEET SHORT OF KENOSHA AIRPORT, RUNWAY 06. THE PILOT STATED THE ELEVATOR CONTROL FAILED TO RESPOND DURING THE APPROACH. HOWEVER, AN ON-SITE INVESTIGATION FAILED TO REVEAL ANY MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1823

8/28/82

KENOSHA, WI

A/C Reg. No. N8186X

Time (Lc1) - 1530 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1839 8/29/82 NEAR WOODRUFF,WI A/C Reg. No. N7746Q Time (Lc1) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
1
0

Injuries

Serious Minor None
0 0 0
1 0 0

-----Aircraft Information-----

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-U09A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - UNK/NR
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- 180/002 KTS
Visibility - .500 SM
Cloud Conditions(1st) - 400 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
LOUISVILLE,KY
Destination
WOODRUFF,WI

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKELAND
Runway Ident - 18
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - NDB

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1000 Last 24 Hrs - 4
Make/Model- 100 Last 30 Days- 15
Instrument- 112 Last 90 Days- 25
Multi-Eng - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPROXIMATELY 2050, THE ACFT WAS CLEARED FOR A NDB APPROACH TO LAKELAND ARPT. AT 2100, THE ACFT CRASHED INTO A HEAVILY WOODED AREA 8.5 MI NW OF THE ARPT.

Brief of Accident (Continued)

File No. - 1839

8/29/82

NEAR WOODRUFF, WI

A/C Reg. No. N7746Q

Time (Lc1) - 2100 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

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. - 1862 9/19/82 SHEBOYGAN FALLS, WI A/C Reg. No. N49JF Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- SCORPION T00	Eng Make/Model	- ROTORWAY RW-133	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 130 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT, PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 110</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 10</td> <td>Last 30 Days- 3</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 15</td> </tr> <tr> <td></td> <td>Rotorcraft - 10</td> </tr> </table>	Total - 110	Last 24 Hrs - 0	Make/Model- 10	Last 30 Days- 3	Instrument- 0	Last 90 Days- 15		Rotorcraft - 10
Total - 110	Last 24 Hrs - 0									
Make/Model- 10	Last 30 Days- 3									
Instrument- 0	Last 90 Days- 15									
	Rotorcraft - 10									

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A TURN AFTER TAKEOFF AND THE AIRCRAFT VIBRATED AND CRASHED. NO MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1862

9/19/82

SHEBOYGAN FALLS, WI

A/C Reg. No. N49JF

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - 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. - 1864 9/30/82 BALDWIN,WI A/C Reg. No. N6140Z Time (Lc1) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/010 KTS</p> <p>Visibility - 25.0 SM</p> <p>Cloud Conditions(1st) - 3000 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review Current - YES Months Since - 3 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 - 2780</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 600</td> <td>Last 30 Days- 40</td> </tr> <tr> <td>Instrument- 153</td> <td>Last 90 Days- 113</td> </tr> </table>	Total - 2780	Last 24 Hrs - 4	Make/Model- 600	Last 30 Days- 40	Instrument- 153	Last 90 Days- 113
Total - 2780	Last 24 Hrs - 4							
Make/Model- 600	Last 30 Days- 40							
Instrument- 153	Last 90 Days- 113							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF FROM A 1200 FT ALFALFA FIELD WITH A LOAD OF SEED BUT WAS UNABLE TO OBTAIN FLYING SPEED. BY THE TIME HE REALIZED THE SITUATION, THERE WAS NOT ENOUGH ROOM TO STOP. HE REPORTED THAT HE RELEASED THE BACK PRESSURE UNTIL HE WAS NEAR THE END OF THE FIELD, THEN HE PULLED BACK ON THE STICK HOPING TO RISE OVER THE FENCE AND SETTLE IN THE ADJOINING FIELD. HOWEVER, THE PLANE WENT THROUGH THE FENCE. THE LEFT WIND HIT A CORNER POST, THE PLANE SWUNG SIDEWAYS, THE GEAR COLLAPSED, THEN THE PLANE WENT THROUGH A SECOND FENCE. NO MECHANICAL FAILURE OR MALFUNCTION WAS REPORTED.

Brief of Accident (Continued)

File No. - 1864

9/30/82

BALDWIN,WI

A/C Reg. No. N6140Z

Time (Lcl) - 1615 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - NOT SELECTED - PILOT IN COMMAND
2. MINIMUM DESCENT ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. OBJECT - SUBMERGED OBJECT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - FENCE
5. ABORT - NOT POSSIBLE - PILOT IN COMMAND
6. DISTANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1992 7/07/82 MEETEETSE,WY A/C Reg. No. N67081 Time (Lcl) - 1930 MDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	DESTROYED				
Type of Operation	Fire	Crew	Fatal	Injuries	
-NON SCHED,DOMESTIC,PASSENGER	NONE	Pass	0	Serious	Minor
Flight Conducted Under			0	1	0
-14 CFR 135			0	4	2
Accident Occurred During					None
-APPROACH					0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA316B	Eng Make/Model - TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4960	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 7	Rated Power - 562 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPAR MOUNTAIN,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WOOD RIVER LODGE,WY	
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 10000 FT SCATTERED	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
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,PRIVATE	Current - YES	Total - 3247
SE LAND	Months Since - 9	Make/Model- 104
HELICOPTER	Aircraft Type - SA316B	Instrument- 168
		Last 24 Hrs - 6
		Last 30 Days- 49
		Last 90 Days- 113
		Rotorcraft - 3192

Instrument Rating(s) - HELICOPTER

-----Narrative-----

PRIOR TO THIS FLIGHT, A LONG LINE HAD BEEN ATTACHED TO THE HELICOPTER FOR AN EXTERNAL LOAD OPERATION. HOWEVER, THERE WAS A CHANGE IN THE SCHEDULE AND THE PILOT WAS INSTRUCTED TO RETURN TO THE BASE CAMP WITH SIX PASSENGERS. WHEN THE PILOT TOOK OFF, HE WAS UNAWARE THAT THE LONG LINE WAS STILL ATTACHRD. DURING THE LANDING APPROACH, THE LONG LINE BECAME ENTANGLED WITH A FENCE AND THE AIRCRAFT CRASHED. THE ELEVATION OF THE LANDING SITE WAS ABOUT 7000 FT.

Brief of Accident (Continued)

File No. - 1992

7/07/82

MEETEETSE,WY

A/C Reg. No. N67081

Time (Lc1) - 1930 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PICK-UP EQUIPMENT - NOT REMOVED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - FENCE
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1980 9/09/82 HULETT, WY A/C Reg. No. N9410B Time (Lcl) - 1645 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL G0-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

ELT Installed/Activated - YES/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- CALM
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BILLINGS, MT
Destination
CHICAGO, IL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRSTrip

Airport Data
PRIVATE AIRSTrip
Runway Ident - UNK/NR
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 109
Make/Model- 105
Instrument- 3
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT THE ENGINE BEGAN TO RUN ROUGH. HE DIVERTED TOWARD A NEARBY AIRSTrip, BUT WHILE EN ROUTE, THERE WAS A "BANG" AND SMOKE BEGAN ENTERING THE CABIN. AT THAT POINT, HE SHUT OFF THE FUEL, MAGNETOS AND MASTER SWITCH, THEN LOST ABOUT 1000 TO 1200 FT WHILE CLEARING THE SMOKE. HE WAS COMMITTED TO LAND DOWNHILL ON THE STRIP. DURING TOUCHDOWN ON THE ROUGH STRIP AT ABOUT 90 MPH, THE NOSE GEAR FAILED. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER. AN INVESTIGATION REVEALED THAT A CONNECTING ROD HAD FAILED. THE ENGINE HAD EXCEEDED THE MANUFACTURER'S RECOMMENDED TIME-BETWEEN-OVERHAUL (TBO) BY ABOUT 215 HRS. REPORTEDLY, THE ENGINE BORE EVIDENCE OF A HIGH AMOUNT OF WEAR ON MOST MOVING PARTS. THE TEMPERATURE AND ELEVATION WERE ABOUT 75 DEGREES AND 3960 FT., RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1980

9/09/82

HULETT,WY

A/C Reg. No. N9410B

Time (Lcl) - 1645 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
 3. FUSELAGE,CREW COMPARTMENT - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
 5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
 7. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



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