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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 11 OF 1982 ACCIDENTS**

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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: 2001 thru 2200			
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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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TABLE OF CONTENTS

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

AIRCRAFT ACCIDENTS

Statistical Tables

Type of Operation Summary.....	VIII
Type of Aircraft Summary.....	IX
File Order Listing.....	X
Briefs of Accidents.....	1-405

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

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 2001 Through 2200
Issue Number 11

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	195	32	44
Part 135 (Air Taxi)	5	1	8
Part 135 (Commuter)	1	0	0
Part 121 (Air Carrier)	1	0	0
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Totals	202	33	52

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Summary of 1982 Briefs of Aviation Accidents

File Numbers 2001 Through 2200
Issue Number 11

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)	170	29	40
Fixed-Wing (Multi-Engine)	12	2	10
Rotorcraft	9	1	1
Glider	8	1	1
Balloon	3	0	0
Blimp/Dirigible	0	0	0
	-----	-----	-----
Totals	202	33	52

File Order Listing - Issue No. 11, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2001	N5374U	090382	PERRIS VALLEY, CA	CESSNA	206	NONE	90
2002	N74742	091082	SCOTTSDALE, AZ	MOONEY	M20B	MINOR	64
2003	N123DT	092582	HARRINGTON, WA	TANKE	GOLDWING	NONE	388
2004	46563	091882	18NM ESE KETCHIKAN, AK	CESSNA	C-180J	NONE	34
2005	N9605V	092182	GOVERNMENT CAMP, OR	MOONEY	M20E	MINOR	302
2006	N738XN	090282	OMAK, WA	CESSNA	TR182	NONE	386
2007	N59358	090282	LIHUE, HI	BELL	206-L	SERIOUS	166
2008	N8200M	090682	RATON, NM	PIPER	PA32-301	NONE	262
2009	N1510A	090282	NEAR MCGRATH, AK	PIPER	PA-20	NONE	26
2010	N6976Z	091482	BAXLEY, GA	PIPER	PA-25	NONE	158
2011	N49013	020682	CORONA, CA	CESSNA	152	NONE	78
2012	N71681	020682	SAN JOSE, CA	BELLANCA	7KCAB	NONE	76
2012	N3343D	020682	SAN JOSE, CA	CESSNA	180	NONE	74
2013	N7291P	090682	PUEBLO, CO	PIPER	PA-24-180	SERIOUS	136
2014	N4149U	092582	HYANNIS, MA	CESSNA	150D	NONE	222
2015	N6377A	092182	HILLSBORO, OR	PIPER	PA-38-112	NONE	304
2016	N45486	092082	RAMONA, CA	LUSCOMBE	8E	MINOR	98
2017	N2306M	091282	SAN JOSE, CA	BEECH	F33A	NONE	96
2018	N8937	091182	BLAINE, MN	CASSUTT	MARK II	FATAL	230
2019	N2535P	091282	CORVALLIS, OR	PIPER	PA-38-112	MINOR	298
2020	N8744V	092482	BRACKETVILLE, TX	BELLANCA	7GCBC	MINOR	366
2021	N601Q	091882	HOUSTON, TX	BEECHCRAFT	K35	NONE	364
2022	N212GS	092282	PARKS, LA	CESSNA	152	NONE	218
2023	N80632	091882	42NM ESE OF YAKUTAT, AK	CESSNA	U206A	NONE	32
2024	N67323	091082	BONNERS FERRY, ID	CESSNA	152	NONE	178

File Order Listing - Issue No. 11, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2025	N9078N	090982	GARDNER, KS	ROBINSON	R-22 HP	NONE	198
2026	N1737H	082982	BRUNSWICK, GA	CESSNA	310C	NONE	154
2027	N41419	082482	HONEOYE FALLS, NY	PIPER	PA-28-140	MINOR	268
2028	N9424U	072582	NR. COLORADO SPRINGS, CO	CESSNA	150M	NONE	128
2029	N1648S	062982	GREELEY, CO	AYRES	S-2C	NONE	124
2030	N4514B	091382	MOULTON, AL	GRUMMAN	AA-5B	NONE	46
2031	N6220Z	090982	PRINEVILLE, OR	CESSNA	172	NONE	296
2032	N13083	012282	CARSON CITY, NV	CESSNA	172M	NONE	264
2033	N64951	012782	LODI, CA	CESSNA	152	NONE	72
2034	N761ZY	072982	COTTAGE GROVE, OR	CESSNA	T210M	FATAL	290
2035	N4041P	072082	WINSLOW, ME	FIREFLY	7	SERIOUS	226
2036	N5497M	061282	MILLVILLE, NJ	MIDGET	MUSTANG	NONE	252
2037	N6195D	090182	ANCHORAGE, AK	PIPER	PA-18	NONE	22
2038	N6652X	090682	LAKE HAVASU, CA	CESSNA	210A	FATAL	92
2039	N51QQ	092682	COLORADO SPRINGS, CO	QUICKIE	Q2	NONE	138
2040	N5131	090482	CONIFER, CO	DAVENPORT	BD-2	NONE	134
2041	N4069Y	090482	AURORA, CO	BARNES	AX-7	SERIOUS	132
2042	N225C	092282	CHADRON, NE	STINSON	108-2	SERIOUS	248
2043	N48342	092582	TAHLEQUAH, OK	MUSTANG	II	FATAL	286
2044	N345BG	091682	KOTZEBUE, AK	PIPER	18	NONE	30
2045	N6093E	092282	HUNTINGTON, UT	CESSNA	A185	NONE	376
2046	N727FK	090282	ROSENBURG, OR	CESSNA	210	NONE	294
2047	N5313K	100882	GALLATIN, TN	CESSNA	172P	FATAL	336
2048	N2019T	091982	HOMER, AK	THURSTON	TSC-1A	NONE	36
2049	N7698R	091982	FRANKLIN, VA	BEECH	B-19	NONE	380

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2050	N2861A	071082	SAN ANTONIO, TX	CESSNA	180	MINOR	350
2051	N4037B	092982	TOK, AK	BELLANCA	17-30	NONE	40
2052	N2157A	090682	LISCOMB, IA	PIPER	28-236	FATAL	168
2053	N7657	070282	DILLINGHAM, HI	SCHWEIZER	SGS 1-34	NONE	162
2054	N3937Z	072182	GAGE, OK	PIPER	18	SERIOUS	282
2055	N8259	070482	CRAFTON, PA	AEROSPATIALE	SA 316B	NONE	316
2056	N150WM	082882	FRIENDSWOOD, TX	CESSNA	150	SERIOUS	362
2057	N731AK	072182	STANFORD, TX	CESSNA	188B	SERIOUS	356
2058	N4979Y	071082	EDMONSON, TX	PIPER	PA-25	FATAL	352
2059	N4437S	070182	CLARKSVILLE, TX	AIR TRACTOR	301	FATAL	346
2060	N1762S	070882	BLACKTON, AR	ROCKWELL	S2R	NONE	52
2061	N273AS	070382	KATY, TX	BLANIK	L-13	SERIOUS	348
2062	N9255Z	071182	SPRINGDALE, WA	LARK (I.C.A.	IS28B2	SERIOUS	384
2063	N81PH	072282	RENO, NV	OMAC	1	NONE	266
2064	N2045F	070482	ALBUQUERQUE, NM	BARNES	AX-7	SERIOUS	256
2065	N69CB	070782	TULSA, OK	BOEING	A75	SERIOUS	280
2066	N9125G	072382	MONROE, LA	CESSNA	188	SERIOUS	216
2067	N8229V	072682	OKLAHOMA CITY, OK	PIPER	28-181	SERIOUS	284
2068	N8760D	071682	MARLIN, TX	PIPER	PA-22-150	SERIOUS	354
2069	N4657	071282	CASA, AR	GRUMMAN	G-164A	SERIOUS	54
2070	N4859S	070182	STOCKTON, CA	GRUMMAN	G-164B	SERIOUS	80
2071	N4555J	102382	3 1/2 NM ENE DISNEY, OK	AMERICAN	AA-5B	FATAL	288
2072	N13960	100182	27 E SAGWON, AK	PIPER	PA-18	NONE	42
2073	N3066X	102482	SIDON, MS	CESSNA	150F	FATAL	238
2074	N57457	101082	1/4NM S. OF PEORIA, OR	BELLANCA	7GCBC	FATAL	308

File Order Listing - Issue No. 11, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2075	N4696Z	010582	BLACK CANYON CITY, AZ	PIPER	PA-22	FATAL	60
2076	N9395Q	012082	CHERRY VALLEY, CA	BEECH	58	FATAL	70
2077	N63SA	101582	PALM SPRINGS, CA	SWEARINGEN	SA-226TC	MINOR	106
2078	N1320	102182	CHINO, CA	E.L. CRAIG	CRAIGCRAFT	NONE	118
2079	N1252W	101182	REDLANDS, CA	WACO	SRE	NONE	104
2080	N8214L	092382	SAN GORGONIO, CA	PIPER	PA-32R-301	FATAL	100
2081	N7335F	091582	3NM SE SCAPPOOSE, OR	CESSNA	172P	FATAL	300
2082	N6631D	073182	PORT ARANSAS, TX	BEECH	C23	FATAL	358
2083	N38DR	061182	MIDDLETOWN, DE	GREGG	KR-2	MINOR	142
2084	N65850	082882	ELMIRA, NY	SCHWEIZER	2-33A	NONE	270
2085	N7773K	082382	EAGLE RIVER, AK	PIPER	PA-20	NONE	18
2086	N3125C	080382	RUSH LAKE, AK	CESSNA	180	MINOR	8
2087	N5628L	080982	LAFAYETTE, TN	GRUMMAN	AA-1	FATAL	334
2088	N99CB	082982	CHARLESTON, SC	CESSNA	182B	SERIOUS	328
2089	N7014G	080882	HANAPEPE, HI	CESSNA	172K	MINOR	164
2090	N6976N	080482	LIVERMORE, CA	CESSNA	210	NONE	84
2091	N8933R	080482	TYONEK, AK	AERONCA	7GC	MINOR	10
2092	N84345	080282	44MI NW MCCARTHY, AK	CESSNA	172K	MINOR	6
2093	N83593	090182	20 ESE NORTH POLE, AK	PIPER	PA-18	NONE	24
2094	N36497	060582	HOUSTON, TX	PIPER	PA-32	FATAL	338
2095	N2475E	060282	CEDARTOWN, GA	AERONCA	7AC	FATAL	150
2096	N5376	052482	ETHEL, AR	GRUMMAN	G-164	FATAL	50
2097	N707PC	100382	PINEVILLE, LA	CESSNA	180K II	NONE	220
2098	N89023	100982	FORT WORTH, TX	CESSNA	152	MINOR	370
2099	N4845J	100382	SUGARLAND, TX	CESSNA	172N	NONE	368

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2100	N16616	102382	HILLSBORO, OR	BRANTLY	305	NONE	310
2101	N3053C	100882	FRIDAY HARBOR, WA	BEECH	J35	NONE	392
2102	N95714	100882	EXETER, CA	CESSNA	182Q	NONE	102
2103	N57608	100182	MATTAWA, WA	PIPER	PA-36	NONE	390
2104	N757PF	100382	MCPHERSON, KS	CESSNA	152	NONE	200
2105	N5894C	101182	SEATTLE, WA	BEECH	C35	NONE	394
2106	N9080T	101582	COPE, SC	TOMCAT	MK68	NONE	330
2107	N5183U	100882	40 NM WNW SALMON, ID	CESSNA	206	NONE	180
2108	N6GD	101382	BELLEVUE, WA	CESSNA	340	NONE	396
2109	N9923L	100482	IPSWICH, MA	GRUMMAN AMER	AA-1B	NONE	224
2110	N50BS	101082	ELMIRA, NY	GLOBE	SWIFT GC-1	NONE	274
2111	N3849M	100382	BERNVILLE, PA	PIPER	PA-12	NONE	324
2112	N63715	100982	MT. PLEASANT, PA	CESSNA	172P	NONE	326
2113	N525SB	100282	CENTERVILLE, IA	BEECH	C24R	NONE	170
2114	N6138V	100982	MACON, GA	BEECH	S35	NONE	160
2115	N3177N	103182	MIDVALE, ID	CESSNA	120	MINOR	186
2116	N1982M	101882	ASHTON, ID	CESSNA	T210M	NONE	184
2117	N2774L	082882	WILLIAMSBURG, OH	BENTLY	B8M	FATAL	278
2118	N5611X	083182	GOODYEAR, AZ	AYRES	S2R	NONE	62
2119	N2515H	100382	KUTZTOWN, PA	SCHWEIZER	SGS1-26	NONE	322
2120	N89585	100582	EMPORIA, KS	CESSNA	152	MINOR	204
2120	N8836N	100582	EMPORIA, KS	PIPER	PA-28-140B	NONE	202
2121	N4186S	101682	CAMDEN, SC	BEECH	95-B55	NONE	332
2122	N312X	102482	MADRAS, OR	MAULE	M-5-210C	NONE	312
2123	N6599C	101182	SAN ANTONIO, TX	CESSNA	414A	NONE	372

File Order Listing - Issue No. 11, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2124	N3SW	101682	HOUSTON, TX	VOLKSPLANE	VP-2	MINOR	374
2125	N15543	100182	NEWBERG, OR	PIPER	PA-28-140	MINOR	306
2126	N757JT	101582	TOPEKA, KS	CESSNA	152	NONE	206
2127	N15846	101682	MCCONNELL AFB, KS	BEECH	E17L	NONE	208
2128	N5308D	100382	SENECA, IL	CESSNA	172	SERIOUS	196
2129	N14695	082482	BROWNING, MT	BELLANCA	17-30A	NONE	240
2130	N3LT	082782	MONARCH PASS, CO	CESSNA	172M	SERIOUS	130
2131	N1892Q	101782	BROOKSVILLE, FL	CESSNA	177RG	NONE	148
2132	N2447F	100582	BROOKSVILLE, FL	PIPER	PA-38-112	NONE	146
2133	N9035A	101282	LE MARS, IA	CESSNA	170A	SERIOUS	172
2134	N4877R	090782	GIBSON, GA	CESSNA	188B	NONE	156
2135	N48498	100582	ROWLAND, NC	GRUMMAN	G-164B	MINOR	244
2136	N54242	083082	HOMEDALE, ID	PIPER	PA-18-150	FATAL	174
2137	N56AD	082182	TROUTDALE, OR	HUGHES	369HS	NONE	292
2138	N9336U	082082	MADISON, GA	CESSNA	150M	NONE	152
2139	N53145	082582	QUINHAGAK, AK	CESSNA	172	NONE	20
2140	N1101M	081482	MERIDAN, MS	EAA	BIPLANE	FATAL	236
2141	N3849W	081682	ANCHORAGE, AK	CESSNA	336	NONE	12
2142	N9780P	081782	SCOTLAND NECK, NC	PIPER	PA-25-260	SERIOUS	242
2143	N3489Y	081882	NEAR TYONEK, AK	CESSNA	185	SERIOUS	14
2144	N88Q	081282	RAWLINS, WY	QUICKIE		SERIOUS	402
2145	N24MF	081982	FONTANA, CA	PIPER	PA-34-200T	NONE	86
2146	N11576	102782	YOUNGSVILLE, NC	CESSNA	170A	NONE	246
2147	N5316V	101282	BLANDING, UT	HILLER	UH-12C	NONE	378
2148	N54177	101082	GRAHAMSVILLE, NY	CESSNA	172P	NONE	272

File Order Listing - Issue No. 11, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2149	N6169Z	100782	ROCK SPRINGS, WY	CESSNA	TU206G	NONE	404
2150	N9415L	101082	JAMESTOWN, NY	AMERICAN AVI	AA-1A	NONE	276
2151	N4434A	100182	ROMEDEVILLE, IL	PIPER	PA-22	MINOR	194
2152	N8119F	100182	PINE BLUFF, AR	CESSNA	150F	MINOR	58
2153	N6583X	102082	CHICO, CA	CESSNA	210	NONE	116
2154	N2947X	102982	MORGAN HILL, CA	CESSNA	177	MINOR	122
2155	N1105B	102282	GONZALES, CA	HUGHES	269C	NONE	120
2156	N83620	081382	HARDIN, MI	PIPER	PA-18	FATAL	228
2157	N9376C	082182	CARIBOU STRIP, AK	CESSNA	180	NONE	16
2158	N5566F	080282	BEANS PURCHASE, NH	PIPER	PA-28-140	FATAL	250
2159	N2454F	081382	LANCASTER, PA	PIPER	PA-38	SERIOUS	318
2160	N757LG	072182	JACKSONVILLE, IL	CESSNA	152	NONE	190
2161	N9224T	092782	KODIAK, AK	CESSNA	180	SERIOUS	38
2162	N54247	100482	NEAR KING SALMON, AK	PIPER	PA-18	NONE	44
2163	N4729P	101982	SUN CITY, CA	PIPER	PA-23-250	NONE	112
2164	N656ZM	111082	27NE ROGUE RIVER, OR	PIPER	PA-32-300	SERIOUS	314
2165	N66JP	082882	CHICO, CA	BLANIK	L-13	SERIOUS	88
2166	N3971U	061382	ALLEN, TX	CESSNA	150	SERIOUS	340
2167	N83006	060582	LAKE CHARLES, LA	PIPER	PA-28-161	FATAL	212
2168	N111CH	062082	ROANOKE, TX	VARIEZE		FATAL	342
2169	N300RF	100182	NEAR GREAT INAGUA, BH	BEECH	B24R	SERIOUS	68
2170	N2935K	100782	LA JUNTA, CO	LUSCOMBE	8A	NONE	140
2171	N65616	101582	BAKERSFIELD, CA	CESSNA	152	NONE	108
2172	N29719	101882	UKIAH, CA	TAYLORCRAFT	BC12-65	NONE	110
2173	N8354K	062582	HARDIN, TX	GRUMMAN	G-164	SERIOUS	344

File Order Listing - Issue No. 11, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2174	N12JR	092382	TAZEWELL, VA	GLASFLUGEL	MOSQUITO	NONE	382
2175	N9104D	090882	NEAR CLEAR, AK	PIPER	PA-18	NONE	28
2176	N801EV	052982	ATLANTIC OCEAN, AO	DOUGLAS	DC8-52	SERIOUS	2
2177	N777AA	102082	MISSING AIRCRAFT, AO	PIPER	PA-31	FATAL	48
2178	N245OW	091082	CALISTOGA, CA	SCHWEIZER	232	FATAL	94
2179	N8537P	070982	NINILCHIK, AK	JUNIOR ACE	D	MINOR	4
2180	N9421Y	090882	NEAR ST. PETERSBURG, FL	CESSNA	T210N	MINOR	144
2181	N18894	090582	GALENA, ID	BEECH	C24R	SERIOUS	176
2182	N1051K	070682	PLACERVILLE, CA	MILLER	TUFTS T-3-	FATAL	82
2183	N6215D	071882	SANTA FE, NM	CESSNA	172N	FATAL	258
2184	N60246	072182	NORTH LITTLE ROCK, AR	CESSNA	150J	FATAL	56
2185	N3446W	062682	BELLE CHASSE, LA	PIPER	PA-32-260	FATAL	214
2186	N19473	102082	HOLLISTER, CA	BEECH	F17D	MINOR	114
2187	N23807	090582	BRIDGEPORT, NJ	BOEING	A75N1	NONE	254
2188	N4370X	090382	KRALLTOWN, PA	PIPER	PA-28-140	NONE	320
2189	N37M	081282	CORPUS CHRISTI, TX	BEECH	E18S	NONE	360
2190	N2996K	081482	TIMBERON, NM	LUSCOMBE	8E	SERIOUS	260
2191	N6179V	101282	COEUR D'ALENE, ID	LAKE	LA-4-200	MINOR	182
2192	N9248S	100982	SEDONA, AZ	BEECH	C23	NONE	66
2193	N7432N	110582	BUCKLIN, KS	CESSNA	182D	NONE	210
2194	N60171	120482	NEAR VICHY, MO	BEECH	C23	MINOR	234
2195	N5958S	110282	EXCELSIOR SPGS., MO	BEECH	A23-19	NONE	232
2196	N1571R	110182	RITZVILLE, WA	GRUMMAN AMER	AA-1B	MINOR	398
2197	N2698V	112182	SPANAWAY, WA	CESSNA	170	NONE	400
2198	N6807R	110682	MCCALL, ID	CESSNA	T210G	NONE	188

File Order Listing - Issue No. 11, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2199	N8040Z	072482	BOLINGBROOK, IL	AUSTIN	S.E. 5A	SERIOUS	192
2200	N8232S	071982	SHERIDAN LAKE, CO	CESSNA	150F	NONE	126

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 11 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2176 5/29/82 ATLANTIC OCEAN,AO A/C Reg. No. N801EV Time (Lcl) - 1930 EDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	SUPPLEMENTAL	NONE		Fatal		Injuries		
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	1	Serious	0	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	1	8
Accident Occurred During	-CRUISE							101

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

Make/Model	- DOUGLAS DC8-52	Eng Make/Model	- P & W JT3D-3B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 305000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 186	Rated Power	- 17000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ORLANDO,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ISLIP,NY	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - RADAR ADVISORIES	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12125
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 6100
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT HAD BEEN AIRBORNE ABOUT 25 MIN WITH THE SEAT BELT SIGN ON BECAUSE OF THE POSSIBILITY OF TURBULENCE. TWO FLIGHT ATTENDANTS WERE PREPARING THE BEVERAGE CART WHEN TURBULENCE WAS ENCOUNTERED. THE ACFT SUDDENLY DROPPED DOWNWARD CAUSING THE TWO ATTENDANTS TO HIT THE CEILING BEFORE FALLING TO THE FLOOR. AT THE SAME TIME THE BEVERAGE CART STRUCK ONE ATTENDANT ON THE FLOOR CAUSING A FRACTURED WRIST. A YOUNG PASSENGER RETURNING FROM THE LAVATORY FELL TO THE FLOOR & CUT HER LEG ON A BAGGAGE RESTRAINT BAR BENEATH A SEAT. THE TURBULENCE WAS ENCOUNTERED AT LAT OF 30-25N & LONG OF 078-53W.

Brief of Accident (Continued)

File No. - 2176

5/29/82

ATLANTIC OCEAN,AO

A/C Reg. No. N801EV

Time (Lc1) - 1930 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
 2. SEAT BELT - NOT USED - FLIGHT ATTENDANT
 3. SEAT BELT - NOT USED - PASSENGER
-

-----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. - 2179

7/09/82

NINILCHIK, AK

A/C Reg. No. N8537P

Time (Lcl) - 1500 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -APPROACH

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

Make/Model - JUNIOR ACE D

Eng Make/Model - CONTINENTAL D-200

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1200

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

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

SOLDOTNA, AK

Destination

NINILCHIK, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 258

Make/Model- 58

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS MANEUVERING TO LAND, THE RIGHT RUDDER PEDAL BECAME LOCKED IN THE "FULL UP POSITION." THIS CAUSED THE AIRCRAFT TO MOVE THROUGH THE AIR IN UNCOORDINATED FLIGHT. THE PILOT APPLIED FULL POWER AND BANKED THE AIRCRAFT TO THE RIGHT. SUBSEQUENTLY, THE AIRCRAFT BEGAN APPROACHING LARGE TREES WHILE IN A YAW. THE PILOT REPORTED THAT THE AIRCRAFT WAS CLOSE TO A STALL AND HE DID NOT BELIEVE HE COULD CLEAR THE TREES. SO HE REDUCED THE POWER AND CRASH LANDED IN AN AREA OF BRUSH AND TREES.

Brief of Accident (Continued)

File No. - 2179

7/09/82

NINILCHIK, AK

A/C Reg. No. N8537P

Time (Lc1) - 1500 ADT

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

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - JAMMED
-

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2092 8/02/82 44MI NW MCCARTHY,AK A/C Reg. No. N84345 Time (Lcl) - 0920 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
GUKANA,AK
Destination
SOLO CREEK,AK

Airport Proximity
ON AIRPORT

Airport Data

SOLO CREEK
Runway Ident - 20
Runway Lth/Wid - 1500/ 100
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	570	Last 24 Hrs -	0
Make/Model-	272		Last 30 Days-	UNK/NR
Instrument-	11		Last 90 Days-	22
Multi-Eng -	UNK/NR			

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFTOFF FROM A SHORT GRAVEL STRIP THE AIRCRAFT SETTLED BACK ONTO THE ROUGH TERRAIN AND CRASHED.

Brief of Accident (Continued)

File No. - 2092

8/02/82

44MI NW MCCARTHY, AK

A/C Reg. No. N84345

Time (Lcl) - 0920 ADT

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

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - DITCH
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2086

8/03/82

RUSH LAKE, AK

A/C Reg. No. N3125C

Time (Lcl) - 2200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

2

0

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 180

Eng Make/Model - CONTINENTAL O-470

ELT Installed/Activated - YES/NO

Landing Gear - FLOAT

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 265 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/005 KTS

Visibility - 100.0 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

ANCHORAGE, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER COVERED

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

Age - 42

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1288

Make/Model- 343

Instrument- 80

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT-EQUIPPED ACFT FAILED TO CLEAR RISING TERRAIN AFTER TAKING OFF FROM RUSH LAKE. THE PILOT STATED THAT THE ENGINE WAS DEVELOPING FULL POWER.

Brief of Accident (Continued)

File No. - 2086

8/03/82

RUSH LAKE, AK

A/C Reg. No. N3125C

Time (Lc1) - 2200 ADT

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

Finding(s)

1. TERRAIN CONDITION - RISING
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. - 2091 8/04/82 TYONEK,AK A/C Reg. No. N8933R Time (Lc1) - 0830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - AERONCA 7GC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .250 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE,AK
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 800
Make/Model- 500
Instrument- UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE DEPARTED ANCHORAGE FOR THE KUSTATAN RIVER. HE ENCOUNTERED GROUND FOG ENROUTE & LANDED ON A BEACH. ABOUT 1-1/2 HRS LATER THE FOG CLEARED & HE TOOK OFF. HE AGAIN ENCOUNTERED FOG AT THE MCARTHER RIVER, BUT IT LOOKED CLEAR ON THE OTHER SIDE. HALFWAY ACROSS THE RIVER HE ELECTED TO TURN BACK. DURING THE TURN HE SENSED AN IMMINENT STALL & LOWERED THE NOSE ABRUPTLY. THE ACFT STRUCK THE WATER.

Brief of Accident (Continued)

File No. - 2091

8/04/82

TYONEK, AK

A/C Reg. No. N8933R

Time (Lc1) - 0830 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

3. ALTITUDE - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2141

8/16/82

ANCHORAGE, AK

A/C Reg. No. N3849W

Time (Lcl) - 0815 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 336
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 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- 210/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SOLDOTNA, AK
Destination
MERRILL FIELD, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MERRILL
Runway Ident - 24
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 50

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	392	Last 24 Hrs	-	5
Make/Model	-	18	Last 30 Days	-	UNK/NR
Instrument	-	14	Last 90 Days	-	UNK/NR
Multi-Eng	-	18			

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS EQUIPPED WITH A STOL KIT. THE PILOT STATED THAT DURING A LANDING, THE PLANE TOUCHED DOWN AT ABOUT 80 MPH AND VEERED SLIGHTLY LEFT WHEN HE REDUCED POWER. HE COMPENSATED WITH RIGHT RUDDER AND THE RIGHT MAIN WHEEL LIFTED OFF THE SURFACE. THE PILOT STATED THAT HE MUST HAVE INADVERTENTLY APPLIED THE BRAKES AND COMPOUNDED THE SITUATION. SUBSEQUENTLY, THE PLANE VEER OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH TWO PARKED AIRCRAFT, A CESSNA 206, N29289 AND A PIPER PA-34, N3023Q. THE PILOT WEIGHED 255 LBS AND WORE SIZE 15 SHOES.

Brief of Accident (Continued)

File No. - 2141

8/16/82

ANCHORAGE, AK

A/C Reg. No. N3849W

Time (Lcl) - 0815 ADT

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

Finding(s)

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

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2143 8/18/82 NEAR TYONEK, AK A/C Reg. No. N3489Y Time (Lcl) - 1650 ADT

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAKE HOOD, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT OVERCAST	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11500
SE LAND, ME LAND, SE SEA	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 250
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 250
		Multi-Eng - 9000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT EQUIPPED PLANE WAS BEING USED TO TRANSPORT CARGO. A PASSENGER WAS PUT ON THE FLIGHT AT THE LAST MINUTE, BUT THE PILOT BELIEVED THE AIRCRAFT WAS WITHIN ITS MAXIMUM WEIGHT LIMIT. AFTER TAKEOFF, THE PILOT REMAINED AT A LOW ALTITUDE FOR A TIME WHILE THE PASSENGER TOOK PICTURES. WHILE EN ROUTE, THE PILOT BEGAN CLIMBING TOWARD MERRIL PASS. HE REPORTED THAT AS HE ENTERED THE PASS, THE AIRCRAFT BEGAN A 500 FT PER MINUTE RATE OF DESCENT. HE ATTEMPTED TO TURN BACK WHILE IN A BOWL SHAPED AREA, BUT WAS UNABLE TO CLEAR THE TERRAIN IN THE TURN. SUBSEQUENTLY, HE LEVELED THE WINGS AND CRASH LANDED. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3000 FT. THE TEMPERATURE WAS ABOUT 60 DEGREES AND THE WIND WAS REPORTED AS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 2143

8/18/82

NEAR TYONEK, AK

A/C Reg. No. N3489Y

Time (Lcl) - 1650 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - DOWNDRAFT
 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
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2157 8/21/82 CARIBOU STRIP, AK A/C Reg. No. N9376C Time (Lcl) - 1900 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 180	Eng Make/Model - CONTINENTAL D-470	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL 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 - 265 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARIBOU, AK	CARIBOU
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - 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 - 261
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 15
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE LANDED IN CALM WIND CONDITIONS ON A GRAVEL RUNWAY THAT WAS 1800 FT LONG. HE STATED THAT THE LANDING STRIP CURVED TO THE LEFT, AND AFTER TOUCHDOWN, HE WAS UNABLE TO FOLLOW THE STRIP TO THE LEFT. THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY, STRUCK A DITCH AND FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2157

8/21/82

CARIBOU STRIP, AK

A/C Reg. No. N9376C

Time (Lcl) - 1900 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - DITCH
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2085 8/23/82 EAGLE RIVER, AK A/C Reg. No. N7773K Time (Lcl) - 1930 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 - TAKEOFF

Fire NONE
Crew
Pass

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

Make/Model - PIPER PA-20
Landing Gear - FLOAT
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/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 - 15.0 SM

Cloud Conditions(1st) - 5000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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 Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 42

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 196

Make/Model- 59

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER ABOUT 750 FT AFTER A WATER TAKEOFF. THERE WAS INSUFFICIENT LANDING ROOM ON THE LAKE & THE ACFT HIT A DIKE. THE PILOT STATED HE FUELS THE ACFT FROM 5 GALLON CANS DUE TO NONAVAILABILITY OF AVIATION FUEL AT FIRE LAKE. APPROXIMATELY 2 CUPS OF WATER WAS FOUND IN CARBURETOR, FUEL LINES, GAS SEDIMENT BOWL AND TANKS.

Brief of Accident (Continued)

File No. - 2085

8/23/82

EAGLE RIVER, AK

A/C Reg. No. N7773K

Time (Lc1) - 1930 ADT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2139 8/25/82 QUINHAGAK, AK A/C Reg. No. N53145 Time (Lcl) - 1545 ADT

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

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

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

Make/Model	- CESSNA 172	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	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	QUINHAGAK	
Wind Dir/Speed	- 270/007 KTS	Runway Ident	- UNK/NR
Visibility	- 50.0 SM	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- 4000 FT SCATTERED	Runway Surface	- GRAVEL
Cloud Conditions(2nd)	- NONE	Runway Status	- WET
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,ATP	Current - YES	Total - 3255	Last 24 Hrs - 1
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 375	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 143	Last 90 Days- 270
		Multi-Eng - 555	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE LANDED ON A GRAVEL BAR ABOUT 900 FT LONG WITH A PASSENGER TO GO FISHING. LATER, HE TOOK OFF TO THE WEST WITH A SLIGHT HEAD WIND. NEAR THE END OF THE GRAVEL BAR WAS A TREE WITH BRANCHES STICKING OUT OF THE WATER. AS THE PILOT TOOK OFF, HE WAS UNABLE TO GAIN SUFFICIENT ALTITUDE TO CLEAR A BRANCH THAT EXTENDED ABOUT 4 FT OUT OF THE WATER. HE REPORTED THAT THE NOSE GEAR HIT THE BRANCH AND DUMPED THE PLANE INTO THE RIVER. THE PLANE FLOATED FOR A TIME AND THE OCCUPANTS EGRESSSED WITHOUT INJURY. THIS WAS THE FIRST TIME THE PILOT HAD LANDED ON THE GRAVEL BAR.

Brief of Accident (Continued)

File No. - 2139

8/25/82

QUINHAGAK, AK

A/C Reg. No. N53145

Time (Lc1) - 1545 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. 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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2037

9/01/82

ANCHORAGE, AK

A/C Reg. No. N6195D

Time (Lcl) - 2100 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 - TAKEOFF

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 - NO -N/A
Stall Warning System - NO
Weather Radar - NO

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Wind Dir/Speed- 090/006 KTS
Visibility - UNK/NR

ATC/Airspace

Cloud Conditions(1st) - 6000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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

Airport Data

UNIMPROVED AIRSTRIP
Runway Ident - 09
Runway Lth/Wid - 700 -UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 94	Last 24 Hrs	- UNK/NR
Make/Model-	35	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED IN AN EASTERLY DIRECTION FROM AN UNIMPROVED STRIP 700 FEET IN LENGTH. HE STATED THAT THE AIRCRAFT WAS LIFTED OFF THE GROUND AT AN AIRSPEED OF 35 TO 40 KNOTS AND WOULD NOT CLIMB. HE ALSO STATED THAT A 5 TO 7 KNOT WIND DOWN THE RUNWAY CAUSED A BURBLING OVER THE HILL THAT HE WAS ATTEMPTING TO TAKEOFF FROM AND THE WIND CHANGED TO A TAILWIND CAUSING A DOWNDRAFT DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 2037

9/01/82

ANCHORAGE, AK

A/C Reg. No. N6195D

Time (Lc1) - 2100 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - RISING

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2093 9/01/82 20 ESE NORTH POLE,AK A/C Reg. No. N83593 Time (Lcl) - 2000 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	1
Accident Occurred During -TAKEOFF					

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TANANA FLATS,AK	
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 5000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2001
SE LAND	Months Since - 9	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PREVIOUSLY LANDING AT AN OFF-AIRPORT HUNTING SITE, THE PLT & PAX STARTED CUTTING THE BRUSH TO CLEAR A SUITABLE AREA FOR TAKEOFF. DUE TO THE APPROACHING NIGHT, THE PLT CONSIDERED THE AREA TO BE SUITABLE. DRG TAKEOFF THE LEFT WINGTIP STRUCK SOME BRUSH.

Brief of Accident (Continued)

File No. - 2093

9/01/82

20 ESE NORTH POLE, AK

A/C Reg. No. N83593

Time (Lc1) - 2000 ADT

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. TERRAIN CONDITION - HIGH VEGETATION
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2009

9/02/82

NEAR MCGRATH,AK

A/C Reg. No. N1510A

Time (Lc1) - 1500 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

1

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

Make/Model - PIPER PA-20

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1800

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS

Method - RADIO

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 2500 FT BROKEN

Cloud Conditions(2nd) - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MCGRATH,AK

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,SE SEA

Age - 44

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 530

Make/Model- 462

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-----

PRIOR TO DEPARTURE, THE PILOT SERVICED THE AIRCRAFT WITH FUEL AND VERIFIED THE RIGHT WING TANK WAS FULL. THE PILOT DID NOT SWITCH THE FUEL SELECTOR FROM THE LEFT FUEL TANK PRIOR TO DEPARTING. DURING A LOW PASS OVER A WOODED AREA, THE ENGINE QUIT. DUE TO THE LOW ALTITUDE, THE PILOT WAS UNABLE TO COMPLETE THE EMERGENCY CHECKLIST PROCEDURES AND RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IN THE TREES.

Brief of Accident (Continued)

File No. - 2009

9/02/82

NEAR MCGRATH, AK

A/C Reg. No. N1510A

Time (Lc1) - 1500 ADT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. CHECKLIST - NOT USED - PILOT IN COMMAND
 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 5. LOW PASS - PERFORMED - PILOT IN COMMAND
 6. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - TREE(S)
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2175 9/08/82 NEAR CLEAR, AK A/C Reg. No. N9104D Time (Lc1) - 1900 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		BUSH STRIP
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1100/ 30
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - 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)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND, SE SEA	Months Since - 4	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 10000
		Instrument- 50
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT IMMEDIATELY AFTER LIFT-OFF THE ACFT BEGAN A RIGHT TURN. HE APPLIED FULL LEFT RUDDER & LEFT AILERON BUT THE ACFT DID NOT RESPOND. IT CONTINUED TO TURN RIGHT UNTIL IT STRUCK TREES ON THE RIGHT SIDE OF THE STRIP. THE PLT THOUGHT THERE WAS A MALFUNCTION OF THE FLT CONTROL SYSTEM OF THE CAL CENTER CONVERSION. NO MALFUNCTIONS WERE FOUND DURING THE INVESTIGATION. THE ACFT HAD FLOWN ONLY 6 HRS SINCE THE CONVERSION WAS INSTALLED.

Brief of Accident (Continued)

File No. - 2175

9/08/82

NEAR CLEAR, AK

A/C Reg. No. N9104D

Time (Lcl) - 1900 ADT

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

Finding(s)

1. VS - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2044 9/16/82 KOTZEBUE, AK A/C Reg. No. N345BG Time (Lcl) - 1245 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Fatal
NONE Pass 0

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

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

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

ELT Installed/Activated - YES/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 - 090/010 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 1000 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 495 Last 24 Hrs - 5
Make/Model - 80 Last 30 Days - UNK/NR
Instrument - 3 Last 90 Days - 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A TAKEOFF FROM A ROUGH DIRT STRIP APPROXIMATELY 1000 FEET IN LENGTH. THE WIND WAS BLOWING FROM THE EAST AND THE TAKEOFF WAS TO THE SOUTHWEST DUE TO THE DOWNHILL SLOPE OF THE RUNWAY. THE AIRCRAFT LIFTED OFF AT AN UNKNOWN AIRSPEED APPROXIMATELY 3/4 OF THE WAY DOWN THE RUNWAY. THE AIRCRAFT SETTLED BACK TO THE GROUND AND STRUCK TREES AT THE END OF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED FROM IMPACT WITH THE TREES. SHORTLY AFTER THE ACCIDENT, THE PILOT BECAME ANGRY AND HAD MISGIVINGS ABOUT REBUILDING THE AIRCRAFT. THE PILOT DOUSED THE AIRCRAFT WITH ALCOHOL AND SET IT ON FIRE, DESTROYING THE REMAINS.

Brief of Accident (Continued)

File No. - 2044

9/16/82

KOTZEBUE, AK

A/C Reg. No. N345BG

Time (Lc1) - 1245 EDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2023 9/18/82 42NM ESE OF YAKUTAT,AK A/C Reg. No. N80632 Time (Lcl) - 1031 YDT

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

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

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

Make/Model - CESSNA U206A	Eng Make/Model - CONTINENTAL IO-520-A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

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

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	YAKUTAT,AK	LOWENSTEINS AIRSTRIP
Wind Dir/Speed- CALMABLE		Runway Ident - 18
Visibility - 30.0 SM	ATC/Airspace	Runway Lth/Wid - 1400/ 10
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - GRAVEL
Cloud Conditions(2nd) - NONE	Type of Clearance - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 699
SE LAND,SE SEA	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - C-206	Make/Model- 646
		Last 30 Days- 115
		Instrument- 52
		Last 90 Days- 173

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER THE AIRCRAFT BECAME AIRBORNE, THE PILOT WAS NOT CAPABLE OF MAINTAINING FLIGHT DUE TO INSUFFICIENT AIRSPEED. THE AIRCRAFT STALLED AND THE LEFT WING TIP DRAGGED IN THE EAST RIVER. THE PILOT REDUCED POWER AND THE AIRCRAFT SETTLED INTO SHALLOW WATER.

Brief of Accident (Continued)

File No. - 2023

9/18/82

42NM ESE OF YAKUTAT,AK

A/C Reg. No. N80632

Time (Lcl) - 1031 YDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 3. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2004 9/18/82 18NM ESE KETCHIKAN,AK A/C Reg. No. 46563 Time (Lcl) - 1930 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 -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE

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

Make/Model - CESSNA C-180J
Landing Gear - FLOAT
Max Gross Wt - 2800
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-R ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/013 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
KETCHIKAN,AK
Destination
NOTCH LAKE,AK

Airport Proximity
ON AIRSTRIP

Airport Data

NOTCH LAKE
Runway Ident - 22
Runway Lth/Wid - 4000/ 500
Runway Surface - WATER
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - GOOSE

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5200 Last 24 Hrs - 4
Make/Model- 2510 Last 30 Days- 40
Instrument- UNK/NR Last 90 Days- 100
Multi-Eng - 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE CIRCLED THE LAKE PRIOR TO LANDING. THERE WAS NO WIND AND THE LAKE SURFACE WAS GLASSY. DURING THE FINAL APPROACH, THE PILOT ENCOUNTERED SUN GLARE OFF THE LAKE. THE AIRCRAFT LANDED HARD AND THE WING TIPS CONTACTED THE WATER.

Brief of Accident (Continued)

File No. - 2004

9/18/82

18NM ESE KETCHIKAN, AK

A/C Reg. No. 46563

Time (Lc1) - 1930 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. TERRAIN CONDITION - WATER, GLASSY
3. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2048 9/19/82 HOMER, AK A/C Reg. No. N2019T Time (Lc1) - 1250 PDT

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

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

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

Make/Model	- THURSTON TSC-1A	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1200	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	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- 090/006 KTS	Runway Ident
Visibility	- 30.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 2500 FT SCATTERED	Runway Surface
Cloud Conditions(2nd)	- 3200 FT OVERCAST	Runway Status
Obstructions to Vision	- NONE	- WATER - CHOPPY
Precipitation	- NONE	
Condition. of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 259
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model	- 20
	Aircraft Type - UNK/NR	Instrument	- 15
		Multi-Eng	- 32
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING A WATER TAKEOFF, THE AIRCRAFT IMPACTED A LARGE WAVE UNEXPECTEDLY. WITNESSES STATED THAT THE AIRCRAFT WAS THROWN TO A HEIGHT OF APPROXIMATELY 12 FEET. THE PILOT STATED THAT THE AIRSPEED WAS ABOUT 40 TO 45 KNOT'S AT THE TIME OF IMPACT WITH THE WAVE. HE PULLED THE THROTTLE CLOSED AND RELEASED ELEVATOR BACK PRESSURE. THE AIRCRAFT REACTED AND IMPACTED THE WATER IN A NOSE LOW ATTITUDE AND NOSED OVER. THE PILOT ALSO STATED THAT THE WATER WAS GLITTERY AND UNIFORM AT THE TIME OF TAKEOFF. IT WAS LATER REVEALED THAT A LARGE, FAST BOAT HAD CROSSED THE INTENDED TAKEOFF PATH BEHIND N2019T DURING THEIR WATER TAXI. THE PILOT DID NOT OBSERVE ANY BOAT TRAFFIC PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 2048

9/19/82 · HOMER, AK

A/C Reg. No. N2019T

Time (Lc1) - 1250 PDT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 4. ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER, ROUGH
-

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2161 9/27/82 KODIAK, AK A/C Reg. No. N9224T Time (Lcl) - 0930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

ELT Installed/Activated - 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 - 100.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KASILOF, AK
Destination
KODIAK, AK

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 Apch/Lndg - NONE

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5200
Make/Model- 5000
Instrument- UNK/NR
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS PLANNED TO A 650 FT LANDING AREA NEAR THE EDGE OF A CLIFF. THE ELEVATION OF THE INTENDED LANDING AREA WAS ABOUT 1600 FT. THE PILOT MADE TWO LOW PASSES OVER THE AREA TO CHECK THE WIND. HE BELIEVED THE WIND WAS CALM. REPORTEDLY, A NORMAL LANDING WAS MADE, BUT AS THE TAILWHEEL WAS ABOUT TO CONTACT THE GROUND, THE TAIL SUDDENLY LIFTED BACK IN THE AIR. THE AIRCRAFT WAS NOT DECELERATING NORMALLY, SO THE PILOT ELECTED TO GO AROUND WITH ABOUT HALF OF THE LANDING AREA REMAINING. THE ATTEMPT TO GO AROUND WAS UNSUCCESSFUL. THE AIRCRAFT WENT OVER THE CLIFF AND FELL/ROLLED ABOUT 1000 FT.

Brief of Accident (Continued)

File No. - 2161

9/27/82

KODIAK, AK

A/C Reg. No. N9224T

Time (Lcl) - 0930 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND

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

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

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. - 2051 9/29/82 TOK,AK A/C Reg. No. N4037B Time (Lc1) - 1640 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 -CRUISE

Fire Crew
NONE Pass

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- CALMABLE

Visibility - 18.0 SM

Cloud Conditions(1st) - 2700 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS,AK

Destination
NORTHWAY,AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1695	Last 24 Hrs	-	3
Make/Model	-	203	Last 30 Days	-	UNK/NR
Instrument	-	64	Last 90 Days	-	49
Multi-Eng	-	15			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON A LOW ALTITUDE VFR FLIGHT TO NORTWAY, AK. THE PILOT HAD JUST REVERSED COURSE DUE TO ADVERSE WEATHER WHEN HIS AUXILIARY FUEL TANK RAN DRY. HE SWITCHED TO A MAIN FUEL TANK WHICH HAD FUEL AND TURNED THE BOOST PUMP ON, BUT THE ENGINE FAILED TO RESTART. THE AIRCRAFT COLLIDED WITH TREES AND CAME TO REST APPROXIMATELY 150 FEET FROM A HIGHWAY.

Brief of Accident (Continued)

File No. - 2051

9/29/82

TOK,AK

A/C Reg. No. N4037B

Time (Lc1) - 1640 ADT

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

Finding(s)

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

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. FLUID,FUEL - STARVATION
4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2072 10/01/82 27 E SAGWON,AK A/C Reg. No. N13960 Time (Lcl) - 1000 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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- 360/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RIDGE ALONG RIVER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2950	Last 24 Hrs	- 4
Make/Model	- 1218	Last 30 Days	- UNK/NR
Instrument	- 104	Last 90 Days	- 150
Multi-Eng	- 20		

Instrument Rating(s) -- AIRPLANE

-----Narrative-----

THE PLT WAS INSPECTING A LANDING SITE FOR POSSIBLE USE. A LOW PASS WAS BEING MADE AT APPROXIMATELY 3 FT WHEN THE ACFT ENCOUNTERED A DOWNDRAFT & IMPACTED A ROCKY RIDGE AREA SHORT OF THE SITE.

Brief of Accident (Continued)

File No. - 2072

10/01/82

27 E SAGWON,AK

A/C Reg. No. N13960

Time (Lc1) - 1000 ADT

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - DOWNDRAFT
-

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LOW PASS - ATTEMPTED - PILOT IN COMMAND
 5. 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) 1,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2162 10/04/82 NEAR KING SALMON, AK A/C Reg. No. N54247 Time (Lcl) - 0800 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

-----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-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 280/010 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KING SALMON, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 900 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7100 Last 24 Hrs - UNK/NR
Make/Model- 4000 Last 30 Days- UNK/NR
Instrument- 400 Last 90 Days- UNK/NR
Multi-Eng - 100 Rotorcraft - 2000

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PILOT, HE BEGAN TAKING OFF WITH A RIGHT QUARTERING HEADWIND. AS THE PLANE LIFTED OFF, A GUST OF WIND WAS ENCOUNTERED AND THE AIRCRAFT MOVED SIDEWARD AND DOWN. SUBSEQUENTLY, THE RIGHT MAIN GEAR CONTACTED THE GROUND AND SEPARATED. THE NOSE THEN STRUCK THE GROUND AND THE AIRCRAFT BOUNCED AND FLIPPED OVER. A SMALL FIRE ERUPTED IN THE ENGINE COMPARTMENT, BUT THE PILOT EXTINGUISHED IT WITH THE AIRCRAFT'S FIRE EXTINGUISHER.

Brief of Accident (Continued)

File No. - 2162

10/04/82

NEAR KING SALMON, AK

A/C Reg. No. N54247

Time (Lcl) - 0800 ADT

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

Finding(s)

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

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
 4. LANDING GEAR, MAIN GEAR - OVERLOAD
 5. LANDING GEAR, MAIN GEAR - SEPARATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2030 9/13/82 MOULTON,AL A/C Reg. No. N4514B Time (Lcl) - 1120 CDT

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

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

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

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MEMPHIS,TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MOULTON,AL	AG AIR STRIP/RACETRACK
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 09
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 Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 500
SE LAND	Months Since - 24	Make/Model- UNK/NR
	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-----

ACCORDING TO THE PILOT, AFTER TOUCHDOWN HE APPLIED BRAKES AND THE RIGHT BRAKE SEEMED TO LOCK INTERMITTENTLY DURING THE ROLL OUT. BLACK MARKS ON THE LANDING SURFACE REVEAL THE AIRCRAFT DEPARTED THE RIGHT SIDE AND IMPACTED AN EMBANKMENT AND STEEL POST. THIS WAS THE PILOTS FIRST LANDING IN THIS MODEL AIRCRAFT.

Brief of Accident (Continued)

File No. - 2030

9/13/82

MOULTON,AL

A/C Reg. No. N4514B

Time (Lc1) - 1120 CDT

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
 4. TERRAIN CONDITION - FENCE
-

-----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. - 2177 10/20/82 MISSING AIRCRAFT,AO A/C Reg. No. N777AA Time (Lc1) - UNK/NR

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	DESTROYED						
Type of Operation	-NON SCHED,INTL,PASSENGER	Fire	Crew	1	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	7		0	0	0
Accident Occurred During	-UNKNOWN							

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

Make/Model	- PIPER PA-31	Eng Make/Model	- LYCOMING TIO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 6500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 8	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANGUILLA, B.V.I.	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	ST. THOMAS, U.S.V.I.	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
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 - 6500
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - PA-23	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED ANGUILLA AT 0803 AST. AT 0805 THE PLT RADIOED ST. MAARTEN & FILED A VFR FLT PLAN TO ST. THOMAS. THE FLT PLAN SHOWED A DIRECT ROUTE OF FLT AT 4,500 FT MSL WITH A TIME ENROUTE OF 45 MIN. THE FLT FAILED TO ARRIVE AT THE DESTINATION. SEARCH EFFORTS WERE SUSPENDED ON 10/23/82 WITH NEGATIVE RESULTS. PLTS FLYING IN THE AREA ON THE ACCIDENT DATE REPORTED THAT AT 0920 THERE WAS A LINE OF THUNDERSTORMS EXTENDING NW FROM ST. MAARTEN TO THE ANTIGUA AREA. THE LINE OF THUNDERSTORMS HAD A BASE AS LOW AS 1,000 FT WITH CONTINUOUS HEAVY RAIN BELOW. THE ACFT DAMAGE & INJURIES ARE PRESUMED.

Brief of Accident (Continued)

File No. - 2177

10/20/82

MISSING AIRCRAFT,A0

A/C Reg. No. N777AA

Time (Lc1) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2096

5/24/82

ETHEL, AR

A/C Reg. No. N5376

Time (Lcl) - 0645 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 -APPLYING SEEDS, CHEMICALS, ETC

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - GRUMMAN G-164

Eng Make/Model - P & W R-1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 3.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - 2500 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1995

Make/Model- 1000

Instrument- UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES DURING THE START OF A SWATH RUN.

Brief of Accident (Continued)

File No. - 2096

5/24/82

ETHEL,AR

A/C Reg. No. N5376

Time (Lc1) - 0645 CDT

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

Finding(s)

1. OBJECT - SNOW COVERED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2060 7/08/82 BLACKTON, AR A/C Reg. No. N1762S Time (Lcl) - 1730 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 137	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 0	0	0	0

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

Make/Model	- ROCKWELL S2R	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 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>SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	--	---

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4595
SE LAND	Months Since - 5	Make/Model- 1700
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - 9
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG FAILED DURING A SWATH RUN & THE ACFT STRUCK A RICE LEVEE DRG THE FORCED LANDING IN AN ADJACENT BEAN FIELD. AFTER EXITING THE AIRCRAFT AND WHILE TALKING TO HIS FLAGMAN THE PILOT STATED THE AIRCRAFT BEGAN TO BURN AROUND THE ENGINE AREA. THE FIRE SPREAD UNTIL THE AIRCRAFT, EXCEPT FOR THE LEFT WING AND PART OF THE TAIL SECTION, WAS DEMOLISHED. EXAMINATION OF THE ENGINE REVEALED A BROKEN EXHAUST STACK.

Brief of Accident (Continued)

File No. - 2060

7/08/82

BLACKTON, AR

A/C Reg. No. N1762S

Time (Lc1) - 1730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. EXHAUST SYSTEM, STACK - FAILURE, TOTAL

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2069

7/12/82

CASA,AR

A/C Reg. No. N4657

Time (Lcl) - 1230 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Fire

Crew

Fatal
0

Serious
1

Minor
0

None
0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - P & W R-1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 6725

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE-UNK/NR

Visibility - 60.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 47

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 5758

Last 24 Hrs - 10

SE LAND

Months Since - 15

Make/Model- 1400

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 16

Last 90 Days- 350

Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH RISING TERRAIN DURING A PROCEDURE TURN. WHILE SPRAYING A RICE FIELD.

Brief of Accident (Continued)

File No. - 2069

7/12/82

CASA,AR

A/C Reg. No. N4657

Time (Lc1) - 1230 CST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. LOAD JETTISON - 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. - 2184 7/21/82 NORTH LITTLE ROCK, AR A/C Reg. No. N60246 Time (Lcl) - 1915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NORTH LITTLE ROCK
Runway Ident - 35
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 227	Last 24 Hrs - 0
Make/Model- 219	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 65
Multi-Eng - 3	

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A RIGHT TURN AFTER TAKEOFF FROM RWY 17 THE PLT DECLARED AN EMERGENCY. A WITNESS HEARD THE ENG BACKFIRING. THE PLT CONTINUED THE RIGHT TURN & ATTEMPTED A LANDING ON RWY 35. HE WAS DESCRIBED AS BEING TOO HIGH & HOT, & TOUCHED DOWN, OR ALMOST TOUCHED DOWN, NEAR THE DEPARTURE END OF THE RWY. HE MADE A GO-AROUND WITH FULL FLAPS EXTENDED & JUST CLEARED TREES AT THE NORTH END OF RWY 35. HIS MANEUVERS IMMEDIATELY PRIOR TO THE CRASH WERE DESCRIBED IN TERMS OF A SPIN. BOTH MAGNETOES WERE DISASSEMBLED & CONTAINED AN ABNORMAL AMOUNT OF GREASE & OIL. THE RIGHT MAGNETO'S HIGH VOLTAGE CONTACT FINGER OF THE DISTRIBUTOR WAS COATED WITH GREASE & OIL AT THE CONTACT POINT. THE EXHAUST VALVE OF THE #3 CYLINDER WAS STUCK. THE #3 CYLINDER TOP SPARK PLUG WAS NOT OPERATING.

Brief of Accident (Continued)

File No. - 2184

7/21/82

NORTH LITTLE ROCK, AR

A/C Reg. No. N60246

Time (Lcl) - 1915 CDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - CONTAMINATION
2. IGNITION SYSTEM, MAGNETO - INOPERATIVE
3. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
4. IGNITION SYSTEM, SPARK PLUG - INOPERATIVE
5. ENGINE ASSEMBLY, VALVE - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
8. PLANNED APPROACH - POOR - PILOT IN COMMAND
9. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
10. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
11. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
12. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7,8,9,11

Factor(s) relating to this accident is/are finding(s) 4,5,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2152 10/01/82 PINE BLUFF, AR A/C Reg. No. N8119F Time (Lc1) - 1810 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		GRIDER FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 8000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
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)
STUDENT	Current - N/A	Total - 10
SE LAND	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 10
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD MADE SEVERAL TOUCH-AND-GO LANDINGS ON THE SAME RUNWAY. HE STATED HIS LAST APPROACH AND TOUCHDOWN WERE NORMAL. REPORTEDLY, THE NOSE GEAR COLLAPSED DURING THE LANDING ROLL. THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND FLIPPED OVER. PRIOR TO THIS FLIGHT, THE STUDENT HAD NOT FLOWN WITHIN THE PRECEEDING 90 DAYS.

Brief of Accident (Continued)

File No. - 2152

10/01/82

PINE BLUFF, AR

A/C Reg. No. N8119F

Time (Lcl) - 1810 CDT

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

Finding(s)

1. UNDETERMINED
2. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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. - 2075 1/05/82 BLACK CANYON CITY, AZ A/C Reg. No. N4696Z Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 240/007 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 1000 FT INDEFINITE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE WRECKAGE WAS LOCATED AT THE 3,030 FOOT ELEVATION ON THE SOUTH SIDE OF A PLATEAU. THE WEATHER IN THE AREA OF THE ACCIDENT WOULD HAVE APPROXIMATED THE REPORTED CONDITIONS AT PRESCOTT, AZ LOCATED APPROXIMATELY 40 MI NNW.

Brief of Accident (Continued)

File No. - 2075

1/05/82

BLACK CANYON CITY, AZ

A/C Reg. No. N4696Z

Time (Lc1) - UNK/NR

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - SNOW
 3. WEATHER CONDITION - FOG
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. VFR FLIGHT INTO IMC - CONTINUED - 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2118 8/31/82 GOODYEAR,AZ A/C Reg. No. N5611X Time (Lcl) - 2030 MST

-----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 -TAKEOFF					

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

Make/Model - AYRES S2R	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 200/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - 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,CFI	Current - YES	Total - 2500
SE LAND	Months Since - 17	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 77
		Multi-Eng - 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD JUST BEEN LOADED WITH SPRAY MATERIAL. THE PILOT STATED THAT AFTER TAKING OFF, HE LEVELED OFF OVER COTTON AT THE END OF THE STRIP AND MADE A POWER REDUCTION. AT ABOUT THAT TIME, THE AIRCRAFT SETTLED INTO THE COTTON AND HIT AN EMBANKMENT. THE PLANE CONTINUED FLYING, BUT THE LANDING GEAR WAS SERIOUSLY DAMAGED. THE PILOT ELECTED TO LAND ON A PAVED STRIP AT GOODYEAR, AZ WHERE HE CRASH LANDED. THE DENSITY ALTITUDE WAS ABOUT 3900 FT.

Brief of Accident (Continued)

File No. - 2118

8/31/82

GOODYEAR, AZ

A/C Reg. No. N5611X

Time (Lcl) - 2030 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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

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. - 2002 9/10/82 SCOTTSDALE, AZ A/C Reg. No. N74742 Time (Lcl) - 1750 MST

-----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	1	1

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

Make/Model	- MOONEY M20B	Eng Make/Model	- LYCOMING O-360-A1D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	INYOKERN, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SCOTTSDALE, AZ	SCOTTSDALE MUNI	
Wind Dir/Speed	- 130/015 KTS		Runway Ident	- 21
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- 4801/ 75
Cloud Conditions(1st)	- 7000 FT BROKEN	Type of Flight Plan	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 14000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
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 - 147	Last 24 Hrs - 5
SE LAND	Months Since - 5	Make/Model - 5	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE ENCOUNTERED A SMALL AMOUNT OF TURBULENCE & A FAIRLY STRONG CROSSWING ON FINAL. TOUCHDOWN WAS SMOOTH & ON THE LEFT SIDE OF THE RWY. THE ACFT THEN VEERED TO THE RIGHT. THE PLT SAW A DITCH AHEAD & APPLIED FULL POWER BEFORE BECOMING AIRBORNE. THE RIGHT WING DIPPED DOWN TOUCHING THE GROUND & THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 2002

9/10/82

SCOTTSDALE,AZ

A/C Reg. No. N74742

Time (Lcl) - 1750 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - UNFAVORABLE WIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
7. GO-AROUND - INITIATED - 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. - 2192 10/09/82 SEDONA, AZ A/C Reg. No. N9248S Time (Lcl) - 1523 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH C23
Landing Gear - TRICYCLE-RETRACTABLE
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 030/020 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CASA GRANDE, AZ
Destination
SEDONA, AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SEDONA
Runway Ident - 03
Runway Lth/Wid - 5100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

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

Total	-	178	Last 24 Hrs -	6
Make/Model-	61		Last 30 Days-	UNK/NR
Instrument-	2		Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE ENTERED THE TRAFFIC PATTERN TO LAND ON RUNWAY 03 WITH THE WIND DOWN THE RUNWAY AT 20, GUSTING 25 KTS. HE MADE A GO-AROUND ON HIS FIRST APPROACH, DURING THE SECOND APPROACH, HE ENCOUNTERED A GUST OF WIND, LANDED HARD AND THE AIRCRAFT VEERED TO THE RIGHT. THE AIRPORT WAS LOCATED ON TOP OF A MESA AND WAS ELEVATED ABOVE THE SURROUNDING TERRAIN. THE PILOT REPORTED MODERATE TURBULENCE IN THE AREA.

Brief of Accident (Continued)

File No. - 2192

10/09/82

SEDONA, AZ

A/C Reg. No. N9248S

Time (Lc1) - 1523 PDT

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

Finding(s)
1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Finding(s)
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2169 10/01/82 NEAR GREAT INAGUA,BH A/C Reg. No. N300RF Time (Lcl) - 1900 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH B24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 120/010 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 3500 FT BROKEN

Cloud Conditions(2nd) - 4500 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DUSK

Itinerary

Last Departure Point

MONTEGO BAY,JA

Destination

GREAT INAGUA,BH

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,PRIVATE

SE LAND

HELICOPTER

Age - 34

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1292

Make/Model- 24

Instrument- 10

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 67

Rotorcraft - 1188

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER ON A FLIGHT FROM MONTEGO BAY, JAMAICA TO GREAT INAGUA, BAHAMAS. HE DITCHED IN THE ATLANTIC OCEAN AND WAS SERIOUSLY INJURED. THE AIRCRAFT SANK IN THE WATER AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2169

10/01/82

NEAR GREAT INAGUA, BH

A/C Reg. No. N300RF

Time (Lc1) - 1900 AST

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

Finding(s)
1. UNDETERMINED

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

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

-----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. - 2076 1/20/82 CHERRY VALLEY, CA A/C Reg. No. N9395Q Time (Lcl) - 0950 PST

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

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

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

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C-5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
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 - IN PERSON	TUCSON, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FRESNO, CA	Runway Ident - N/A
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 300 FT INDEFINITE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1829
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 40
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0702 THE PLT RECEIVED A WEATHER BRIEFING FOR A VFR FLIGHT TO FRESNO. THE AREA FORECAST CONTAINED FLIGHT PRECAUTIONS FOR OBSCURED MOUNTAINS & IMC IN THE SIERRA NEVADAS, AND OCCASSIONAL MODERATE ICING BELOW 15,000 FT. THE FLIGHT DEPARTED AT 0728. THE AIRCRAFT MADE AN INITIAL IMPACT ON THE TOP OF A RIDGE AT AN ALTITUDE OF ABOUT 3,500 FT MSL.

Brief of Accident (Continued)

File No. - 2076

1/20/82

CHERRY VALLEY, CA

A/C Reg. No. N9395Q

Time (Lcl) - 0950 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - ICING CONDITIONS
 3. WEATHER CONDITION - RAIN
-

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

Finding(s)

4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2033 1/27/82 LODI,CA A/C Reg. No. N64951 Time (Lcl) - 1700 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/002 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

LODI,CA

Destination

Airport Proximity
ON AIRPORT

Airport Data

KINGDON AIRPARK

Runway Ident - 30

Runway Lth/Wid - 3400/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 38

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 16

Make/Model- 16

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL HE FELT A VIBRATION IN THE NOSE GEAR. SUBSEQUENTLY THE AIRCRAFT VEERED OFF THE RUNWAY INTO SOFT GROUND AND COLLAPSED THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2033

1/27/82

LODI, CA

A/C Reg. No. N64951

Time (Lc1) - 1700 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2012

2/06/82

SAN JOSE, CA

A/C Reg. No. N3343D

Time (Lcl) - 1539 PST

-----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 -TAXI

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

Make/Model - CESSNA 180

Eng Make/Model - CONTINENTAL O-470

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 225 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

RIED HILLVIEW

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 717

Last 24 Hrs - 0

Make/Model- 35

Last 30 Days- UNK/NR

Instrument- 63

Last 90 Days- 30

Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BELLANCA N71681 HAD TAXIED OUT TO RUNWAY 31, AWAITING CLEARANCE FOR TAKEOFF. CESSNA N3343D TAXIED OUT TO THE RUNUP AREA NEAR RUNWAY 31. AFTER COMPLETING THE RUNUP, N3343D MADE A TURN TO THE LEFT TO CENTER INTO THE LINE OF TRAFFIC AWAITING TAKEOFF. THE PILOT STATED THAT HE WAS LOOKING TO THE LEFT AS HE TURN THE AIRCRAFT AND THE RIGHT WING CAME IN CONTACT WITH THE PROPELLER OF N71681.

Brief of Accident (Continued)

File No. - 2012

2/06/82

SAN JOSE, CA

A/C Reg. No. N3343D

Time (Lcl) - 1539 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2012

2/06/82

SAN JOSE, CA

A/C Reg. No. N71681

Time (Lcl) - 1539 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

		Aircraft Damage		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	MINOR					
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	1
Accident Occurred During	-TAXI	NONE	Pass	0	0	0	1

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

Make/Model - BELLANCA 7KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

RIED HILLVIEW

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 700

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BELLANCA N71681 WAS AWAITING CLEARANCE FOR TAKEOFF WHEN CESSNA N3343D TAXIED INTO THE TURNING PROPELLER DURING A POSITIONING MANEUVER.

Brief of Accident (Continued)

File No. - 2012

2/06/82

SAN JOSE, CA

A/C Reg. No. N71681

Time (Lc1) - 1539 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. CLEARANCE - IMPROPER - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2011 2/06/82 CORONA,CA A/C Reg. No. N49013 Time (Lcl) - 1230 PST

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	CORONA,CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC			Runway Ident	- 07
Wind Dir/Speed	- 090/010 KTS	ATC/Airspace		Runway Lth/Wid	- 3200 -UNK/NR
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE		
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)	
COMMERCIAL,CFI	Current - YES	Total - 3652	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 2	Make/Model- 128	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 162	Last 90 Days- 51
		Multi-Eng - 586	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING A PREFLIGHT INSPECTION OF THE AIRCRAFT BY THE STUDENT PILOT, THE AIRCRAFT DEPARTED THE CORONA MUNICIPAL AIRPORT ON A DUAL TRAINING FLIGHT. UPON REACHING AN ALTITUDE OF APPROXIMATELY 300 FEET, THE ENGINE QUIT. THE INSTRUCTOR LANDED THE AIRCRAFT STRAIGHT AHEAD IN ROUGH TERRAIN AND COLLIDED WITH A DITCH. INVESTIGATION REVEALED BOTH WING FUEL TANKS TO BE EMPTY.

Brief of Accident (Continued)

File No. - 2011

2/06/82

CORONA, CA

A/C Reg. No. N49013

Time (Lcl) - 1230 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND(CFI)
4. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2070 7/01/82 STOCKTON,CA A/C Reg. No. N4859S Time (Lcl) - 1053 PDT

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PETERS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7000
SE LAND	Months Since - UNK/NR	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS SPRAYING A FIELD THAT REQUIRED FLYING UNDER A DOUBLE SET OF HIGH POWERLINES. ON THE THIRD PASS AFTER GOING UNDER ONE SET OF WIRES THE PILOT PULLED UP TOO SOON AND HIT THE SECOND SET OF WIRES. THE PILOT STATED IN HIS ACCIDENT REPORT THAT IT WAS A MATTER OF A SPLIT SECOND MISJUDGEMENT ON HIS PART.

Brief of Accident (Continued)

File No. - 2070

7/01/82

STOCKTON, CA

A/C Reg. No. N4859S

Time (Lcl) - 1053 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. PULL-UP - PREMATURE - 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. - 2182 7/06/82 PLACERVILLE, CA A/C Reg. No. N1051K Time (Lcl) - 0910 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - MILLER TUFTS T-3-160
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 23
Runway Lth/Wid - 4200/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	- 500	Last 24 Hrs	- 0
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT ACFT WAS OF THE PLT'S OWN DESIGN. IT WAS A 4 PLACE, LOW WING ACFT WITH A LARGE CANOPY & SMALLER VERT TAIL SURFACES AND WAS EQUIPPED WITH FLAPS, FOLDING WINGS & FIXED TAIL WHL GEAR. THE PLT/DESIGNER WAS TRYING A NEW CONCEPT OF LATERAL CONTROL BY USING "ROLLERONS" INSTEAD OF CONVENTIONAL AILERONS. THEY OPERATED SOMEWHAT LIKE SPOILERS ON A GLIDER. THE ROLLERONS WERE 2 FT LONG, 6 IN WIDE, INSTLD ON THE TOP & BOTTOM OF EACH WING AT THE TIPS. FOR A RGT TURN, THE RGT TOP ROLLERON WOULD MOVE UP & THE LFT BOTTOM WOULD MOVE DWN WHILE THE OTR 2 RMND IMMOBILE. FOR A HI SPD TAXI TEST, THE RUDDER & ELEVATORS WERE TUFTED WITH YARN TO SHOW AIRFLOW & AN ASSOCIATE FLWD TO OBSV. HE RPRTD THAT THE ACFT BCM AIRBORNE, VEERED OFF THE RWY, WENT DWN A STEEP EMBANKMENT, THEN CRASHED & BURNED. ANOTHER ASSOCIATE OF THE PLT RPRTD THAT WHEN HE TAXIED THE ACFT AT HI SPD, IT FELT LIKE IT WAS CROSS-CONTROLLED & THERE WAS A "DEAD SPOT" WHEN THE "ROLLERON" CONTROL WAS AT THE NEUTRAL POSITION.

Brief of Accident (Continued)

File No. - 2182

7/06/82

PLACERVILLE, CA

A/C Reg. No. N1051K

Time (Lcl) - 0910 PDT

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

Finding(s)

1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
 5. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2090 8/04/82 LIVERMORE, CA A/C Reg. No. N6976N Time (Lcl) - 1500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL T10-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/014 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
RENO, NV

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

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

Total	- 598	Last 24 Hrs	- UNK/NR
Make/Model-	59	Last 30 Days-	UNK/NR
Instrument-	71	Last 90 Days-	24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 4 TO 5 MINUTES AFTER TAKEOFF THE ENG FAILED. THE ACFT STRUCK A FENCE WHILE ATTEMPTING TO RETURN TO THE AIRPORT. THE RIGHT FUEL TANK GAUGE INDICATED 30 GALS & THE RIGHT TANK WAS FOUND EMPTY. THE LEFT FUEL TANK GAUGE INDICATED 10 GALS & IT CONTAINED AN ESTIMATED 4 GALS. THE FUEL SELECTOR WAS ON THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 2090

8/04/82

LIVERMORE, CA

A/C Reg. No. N6976N

Time (Lcl) - 1500 PDT

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

Finding(s)

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

-----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. - 2145 8/19/82 FONTANA, CA A/C Reg. No. N24MF Time (Lcl) - 0210 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 NONE
Crew 0
Pass 0

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4510
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360KB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 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- UNK/NR
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
MISSOULA, MT
Destination
SANTA ANA, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 800 Last 24 Hrs - 5
Make/Model- 359 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- 50
Multi-Eng - 360

Instrument Rating(s) - NONE

-----Narrative-----

APPROXIMATELY 5 HRS AFTER TAKEOFF THE PLT CONTACTED ONTARIO TOWER & REQUESTED RADAR VECTORS TO THE ARPT BECAUSE HE HAD AN ENG OUT. AFTER SWITCHING TO APPROACH CONTROL THE PLT BEGAN RECEIVING VECTORS TO THE ARPT. AT 0209 THE PLT ADVISED A/C THAT HE RAN OUT OF FUEL. THE ACFT CRASHED INTO A BACK LOT IN A RESIDENTIAL AREA ABOUT 9 MI EAST OF ONTARIO ARPT. INITIAL RADAR IDENTIFICATION WAS MADE APPROXIMATELY 22 MI EAST OF ONTARIO ARPT WITHIN 4 MI OF TWO ARPTS. AT NO TIME DID THE PLT TELL A/C THAT HE WAS LOW ON FUEL.

Brief of Accident (Continued)

File No. - 2145

8/19/82

FONTANA, CA

A/C Reg. No. N24MF

Time (Lc1) - 0210 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. REFUELING - NOT OBTAINED - PILOT IN COMMAND
 6. FLUID, FUEL - EXHAUSTION
-

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

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

Finding(s)

7. LIGHT CONDITION - NIGHT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2165

8/28/82

CHICO,CA

A/C Reg. No. N66JP

Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - BLANIK L-13
Landing Gear - N/A
Max Gross Wt - 1100
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
CHESTER,CA
Destination
CHICO,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Instrument Rating(s) - AIRPLANE

Age - 64

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1370	Last 24 Hrs	- UNK/NR
Make/Model-	52	Last 30 Days-	UNK/NR
Instrument-	146	Last 90 Days-	UNK/NR

-----Narrative-----

THE GLIDER PILOT REPORTED THAT AFTER HE DISENGAGED FROM THE AERIAL TOW, HE WAS UNABLE TO FIND ANY OF THE EXPECTED CONDITIONS OF LIFT. AS ALTITUDE WAS LOST, HE ELECTED TO LAND IN A VINEYARD. DURING THE LANDING, THE GLIDER WAS DAMAGED AND THE PILOT RECEIVED A BACK INJURY.

Brief of Accident (Continued)

File No. - 2165

8/28/82

CHICO, CA

A/C Reg. No. N66JP

Time (Lc1) - 1430 PDT

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

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
2. TERRAIN CONDITION - HIGH VEGETATION
3. 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) 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. - 2001

9/03/82

PERRIS VALLEY, CA

A/C Reg. No. N5374U

Time (Lcl) - 2030 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
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 - NIGHT (DARK)

Itinerary

Last Departure Point
HAYWARD, CA
Destination
PERRIS VALLEY, CA

Airport Proximity
ON AIRPORT

Airport Data

PERRIS VALLEY
Runway Ident - 33
Runway Lth/Wid - 5100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2030
Make/Model- 31
Instrument- 22
Multi-Eng - 47
Last 24 Hrs - 3
Last 30 Days- 8
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT TOUCHED DOWN SLIGHTLY LEFT OF RUNWAY CENTERLINE. THE PILOT ATTEMPTED TO MANUEVER THE AIRCRAFT BACK TO CENTER, WHEN THE AIRCRAFT VEERED SHARPLY TO THE RIGHT. WHEN HE SAW A DITCH AHEAD AND APPLIED FULL POWER. THE AIRCRAFT BECAME AIRBORNE AND COLLIDED WITH THE DITCH. THE PILOT STATED THAT HE BELIEVES HIS PASSENGER APPLIED RIGHT RUDDER SEVERAL TIMES DURING THE EVENTS.

Brief of Accident (Continued)

File No. - 2001

9/03/82

PERRIS VALLEY, CA

A/C Reg. No. N5374U

Time (Lc1) - 2030 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2038 9/06/82 LAKE HAVASU,CA A/C Reg. No. N6652X Time (Lcl) - 2055 PDT

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

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

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

Make/Model - CESSNA 210A	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE HARASU,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	THERMAL,CA	
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 05
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 6430/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 249
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 126
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PASSENGER DEPARTED LAKE HAVASU AIRPORT. FOLLOWING TAKEOFF, THE AIRCRAFT TURNED WEST AND CROSSED THE LAKE AND SHORTLY THEREAFTER IMPACTED THE GROUND. THERE WERE NO WITNESSES TO THE ACCIDENT. THE WEATHER AT THE TIME OF THE ACCIDENT WAS CLEAR SKY, AND WIND CALM.

Brief of Accident (Continued)

File No. - 2038

9/06/82

LAKE HAVASU,CA

A/C Reg. No. N6652X

Time (Lcl) - 2055 PDT

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

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2178 9/10/82 CALISTOGA, CA A/C Reg. No. N2450W Time (Lc1) - 1445 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - SCHWEIZER 232
Landing Gear - N/A
Max Gross Wt - 1340
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/015 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CALISTOGA

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,ATP
SE LAND,ME LAND

GLIDER

Age - 27

Biennial Flight Review

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

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

Total	- 2740	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 120	Last 90 Days	- 217
Multi-Eng	- 302		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED APPROXIMATELY 3 MI SW OF THE CALISTOGA ARPT WHILE RETURNING FROM A LOCAL FLT. THE PLT STATED TO A CALIF HWY PATROL OFFICER AT THE SCENE THAT HE LOST RUDDER CONTROL & HAD GONE INTO A SPIN AS A RESULT IN AIR CHANGE. THE RUDDER CABLES WERE FOUND INTACT & MOVED THE RUDDER TO THE BREAK POINT OF THE FUSELAGE.

Brief of Accident (Continued)

File No. - 2178

9/10/82

CALISTOGA, CA

A/C Reg. No. N2450W

Time (Lcl) - 1445 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2017 9/12/82 SAN JOSE, CA A/C Reg. No. N2306M Time (Lcl) - 1805 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE

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

Make/Model - BEECH F33A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/014 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - 20000 FT UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
SAN JOSE,CA

Airport Proximity
ON AIRPORT

Airport Data

REID HILL VIEW
Runway Ident - 31
Runway Lth/Wid - 3099/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

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

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

Age - 45
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total - 273	Last 24 Hrs - 7
Make/Model- 21	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE MAKING A RIGHT TURN ONTO A TAXIWAY AFTER A LANDING ROLLOUT, THE NOSE GEAR AND RIGHT MAIN LANDING GEAR COLLAPSED. THE INVESTIGATION REVEALED THAT THE PILOT WAS ACCUSTOMED TO FLYING A DIFFERENT MODEL BEECH AIRCRAFT IN WHICH THE FLAP AND LANDING GEAR CONTROLS ARE THE REVERSE OF THOSE IN N2036M. EXAMINATION OF THE LANDING GEAR REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2017

9/12/82

SAN JOSE,CA

A/C Reg. No. N2306M

Time (Lcl) - 1805 PDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2016

9/20/82

RAMONA, CA

A/C Reg. No. N45486

Time (Lcl) - 1745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL 85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/005 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
GILLESPIE, CA

Destination

Airport Proximity
ON AIRPORT

Airport Data

RAMONA

Runway Ident - 27

Runway Lth/Wid - 4000/ 150

Runway Surface - MACADAM

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 29

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 - 17 Last 24 Hrs - 1

Make/Model- 17 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF, THE AIRCRAFT TAIL WAS RAISED TOO SOON AND THAT THE AIRCRAFT TORQUED LEFT. THE AIRCRAFT WAS SUBSEQUENTLY LIFTED OFF THE RUNWAY PREMATURELY AND STALLED.

Brief of Accident (Continued)

File No. - 2016

9/20/82

RAMONA,CA

A/C Reg. No. N45486

Time (Lcl) - 1745 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2080

9/23/82

SAN GORGONIO, CA

A/C Reg. No. N8214L

Time (Lcl) - 1627 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-32R-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

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

Wind Dir/Speed- 220/008 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - 18000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHOENIX, AZ
Destination
LONG BEACH, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO THE SOUTH FACE OF MOUNT SAN GORGONIO AT APPROXIMATELY 8,300 FT MSL. IT APPEARED THE ACFT WAS IN LEVEL FLT & AT A HIGH SPEED AT IMPACT. WITNESSES IN THE AREA REPORTED THE WEATHER WAS VFR.

Brief of Accident (Continued)

File No. - 2080

9/23/82

SAN GORGONIO, CA

A/C Reg. No. N8214L

Time (Lc1) - 1627 PDT

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

Finding(s)

1. UNDETERMINED
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2102 10/08/82 EXETER, CA A/C Reg. No. N95714 Time (Lcl) - 0905 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
COMPTON, CA
Destination
EXETER, CA

Airport Proximity
ON AIRSTRIP

Airport Data

PRUNNER
Runway Ident - 31
Runway Lth/Wid - 2300/ 75
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 209
Make/Model- 11
Instrument- 10
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE WIND SOCK WAS LIMP WHEN A LOW PASS WAS MADE AFTER ARRIVAL. REPORTEDLY, THE AIRCRAFT BECAME AIRBORNE AGAIN AFTER TOUCHDOWN. THE PILOT ELECTED TO GO AROUND, BUT AFTER LIFT-OFF, THE STALL WARNING HORN SOUNDED AND THE NOSE WAS LOWERED TO GAIN AIRSPEED. THE AIRCRAFT THEN STRUCK ARBORS IN A VINEYARD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2102

10/08/82

EXETER, CA

A/C Reg. No. N95714

Time (Lcl) - 0905 PDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

-----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. - 2079 10/11/82 REDLANDS,CA A/C Reg. No. N1252W Time (Lc1) - 1800 PDT

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

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

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

Make/Model - WACO SRE	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		REDLANDS MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 26
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2700
SE LAND,ME LAND,SE SEA	Months Since - 18	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 775
GLIDER		Instrument- 100
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Multi-Eng - 750

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING INTO A SUN LOW ON THE HORIZON THE ACFT DRIFTED LEFT & TOUCHED DOWN SLIGHTLY OFF THE RWY. THE LEFT GEAR CAUGHT A CONSTRUCTION HOLE & SHEARED OFF. THE ACFT WENT OUT OF CONTROL & STRUCK A ROCK PILE SHEARING THE RIGHT GEAR OFF. THE RWY RECENTLY HAD A NEW RWY LIGHTING SYSTEM INSTALLED & THERE WERE MULTIPLE HAZARDS SUCH AS HOLES & ROCK PILES ADJACENT TO THE RWY.

Brief of Accident (Continued)

File No. - 2079

10/11/82

REDLANDS,CA

A/C Reg. No. N1252W

Time (Lc1) - 1800 PDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
-

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

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. - 2077 10/15/82 PALM SPRINGS, CA A/C Reg. No. N63SA Time (Lc1) - 1957 PDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	2
Accident Occurred During	-STANDING			0	0	1	15

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

Make/Model	- SWEARINGEN SA-226TC	Eng Make/Model	- GARRETT TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 20	Rated Power	- 840 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	PALM SPRINGS, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES, CA	PALM SPRINGS
Wind Dir/Speed - 290/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5100
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - SA-226	Make/Model - 3600
		Instrument - 430
		Last 30 Days - 80
		Last 90 Days - 250
		Multi-Eng - 4200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE AT THE GATE WITH THE PASSENGERS SEATED & THE ENGINES RUNNING, THE COPILOT ATTEMPTED TO TURN UP HIS PANEL LIGHTS WITH THE RHEOSTAT LOCATED ON THE FAR RIGHT FORWARD PORTION OF THE SIDE ELECTRICAL PANEL. AT THAT INSTANT SMOKE BEGAN TO ERUPT AT HIS RIGHT KNEE POSITION. THE PASSENGERS WERE EVACUATED & THE COCKPIT FIRE WAS PUT OUT BY THE GROUND CREW. THE RHEOSTAT WAS FOUND TO BE CONTAMINATED WITH HYDRAULIC FLUID, & HEAVY ARCING WAS FOUND ON THE RHEOSTAT AT THE FULL HIGH POSITION. THREE HYDRAULIC LINES WERE FOUND TO BE BURNED IN HALF FORWARD & UNDER THE CIRCUIT BREAKER PANEL ACCESS DOOR. EXAMINATION OF THE HYDRAULIC BRAKE LINE REVEALED STRESS CRACKS DUE TO CHEMICAL CONTAMINATION OR FATIGUE, PERMITTING BRAKE FLUID TO ESCAPE INTO THE SURROUNDING AREA. THE BRAKE FLUID WAS IGNITED BY THE ARCING COPILOT'S RHEOSTAT, & THE FIRE REACHED AN OXYGEN LINE WITHIN SECONDS CAUSING A BLOW-OUT HOLE THRU THE FUSELAGE.

Brief of Accident (Continued)

File No. - 2077

10/15/82

PALM SPRINGS,CA

A/C Reg. No. N63SA

Time (Lc1) - 1957 PDT

Occurrence #1 FIRE/EXPLOSION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. INSTRUMENT LIGHTS - CONTAMINATION
3. INSTRUMENT LIGHTS - ARCING
4. HYDRAULIC SYSTEM,LINE - CONTAMINATION
5. HYDRAULIC SYSTEM,LINE - DUMPED
6. HYDRAULIC SYSTEM,LINE - FAILURE,PARTIAL
7. HYDRAULIC SYSTEM,LINE - LEAK
8. HYDRAULIC SYSTEM,LINE - BURNED
9. FUSELAGE,INSTRUMENT/ELECTRICAL PANEL - BURNED
10. OXYGEN SYSTEM,CREW - EXPLODED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2171 10/15/82 BAKERSFIELD,CA A/C Reg. No. N65616 Time (Lcl) - 1115 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Injuries			
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-MANEUVERING			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	- 1300	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	BAKERSFIELD,CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC		Runway Ident
Wind Dir/Speed	- 180/003 KTS	ATC/Airspace	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 25000 FT OVERCAST	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- VISUAL FULL CIRCUIT
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 3500
SE LAND,ME LAND	Months Since - 7	Make/Model	- 600
	Aircraft Type - M20C	Instrument	- 250
		Multi-Eng	- 1000
		Last 24 Hrs	- 1
		Last 30 Days	- 13
		Last 90 Days	- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, THE PIOT DECIDED TO PRACTICE A SIMULATED FORCED LANDING. DURING AN APPROACH TO AN ALFALFA FIELD, THE AIRCRAFT STRUCK A POWER LINE AND CRASHED.

Brief of Accident (Continued)

File No. - 2171

10/15/82

BAKERSFIELD,CA

A/C Reg. No. N65616

Time (Lc1) - 1115 PDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 2. OBJECT - WIRE,TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2172 10/18/82 UKIAH,CA A/C Reg. No. N29719 Time (Lcl) - 1440 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UKIAH,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		UKIAH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 33
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 96
SE LAND	Months Since - UNK/NR	Make/Model- 87
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs.- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BEGAN TAKING OFF IN CALM WIND CONDITIONS. HE REPORTED THAT WHEN HE ALMOST REACHED THE AIRSPEED FOR TAKEOFF, THE AIRCRAFT VEERED TO THE RIGHT. SUBSEQUENTLY, THE AIRCRAFT HIT A BRUSH PILE AND A FENCE AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2172

10/18/82

UKIAH, CA

A/C Reg. No. N29719

Time (Lc1) - 1440 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - FENCE
-

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

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

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. - 2163 10/19/82 SUN CITY, CA A/C Reg. No. N4729P Time (Lcl) - 2041 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -OTHER	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 - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
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 - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 29	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, ME 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
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A WHEELS UP LANDING ON HAWN AVENUE IN SUN CITY, CA AND ABANDONED THE AIRCRAFT. DURING THE LANDING, BOTH WING TIPS STRUCK SIGN POSTS AND WERE DAMAGED. NO FUEL WAS FOUND IN THE AIRCRAFT AFTER IT HAD CRASHED, BUT ABOUT 650 LBS OF ILLEGAL DRUGS WERE FOUND.

Brief of Accident (Continued)

File No. - 2163

10/19/82

SUN CITY,CA

A/C Reg. No. N4729P

Time (Lc1) - 2041 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2186 10/20/82 HOLLISTER, CA A/C Reg. No. N19473 Time (Lcl) - 1610 PDT

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

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

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

Make/Model	- BEECH F17D	Eng Make/Model	- JACOBS L6MB	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL RETRACT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3590	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 5	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- 250/010 KTS</p> <p>Visibility - 40.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>SAN CARLOS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HOLLISTER</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 4350/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND,ME SEA</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1304</p> <p>Make/Model- 6</p> <p>Instrument- 104</p> <p>Multi-Eng - 199</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 85</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT IMMEDIATELY AFTER TAKEOFF & THE ACFT LANDED IN AN ORCHARD. THE FUEL SELECTOR WAS FOUND ON THE EMPTY FUSELAGE TANK. THE LEFT WING AUXILLARY TANK WAS EMPTY & THE RIGHT WING AUXILLARY TANK WAS APPROXIMATELY FULL.

Brief of Accident (Continued)

File No. - 2186

10/20/82

HOLLISTER, CA

A/C Reg. No. N19473

Time (Lcl) - 1610 PDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND

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

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

Finding(s)

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. - 2153 10/20/82 CHICO,CA A/C Reg. No. N6583X Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-E
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- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point SHELLVILLE,CA
Destination CHICO,CA
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT
Airport Data
CHICO
Runway Ident - 13
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 613
Last 24 Hrs - 1
Make/Model- 300
Last 30 Days- UNK/NR
Instrument- 10
Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE FAILED TO EXTEND THE LANDING GEAR IN THE TRAFFIC PATTERN. SUBSEQUENTLY, THE PLANE WAS DAMAGED DURING A WHEELS UP LANDING.

Brief of Accident (Continued)

File No. - 2153

10/20/82

CHICO, CA

A/C Reg. No. N6583X

Time (Lcl) - 1530 PDT

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2078

10/21/82

CHINO, CA

A/C Reg. No. N1320

Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - E.L. CRAIG CRAIGCRAFT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1040
No. of Seats - 1

Eng Make/Model - LYCOMING O-235-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 4.0 SM

Cloud Conditions(1st) - 20000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CHINO

Runway Ident - 21

Runway Lth/Wid - 6086/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 74

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - STARDTR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1000

Make/Model- 49

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & COLLIDED WITH A CAMERA TRIPOD.

Brief of Accident (Continued)

File No. - 2078

10/21/82

CHINO, CA

A/C Reg. No. N1320

Time (Lcl) - 1400 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2155 10/22/82 GONZALES,CA A/C Reg. No. N1105B Time (Lcl) - 1700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

SUBSTANTIAL
Fire
NONE

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

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

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING H10-360-D1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 190 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

Itinerary

Last Departure Point
GONZALES,CA
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 270/003 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

HELICOPTER

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 154
Make/Model- 128
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 34
Rotorcraft - 128

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE RETURNED TO LAND, HE ELECTED TO PRACTICE AN AUTOROTATIVE LANDING. DURING THE LANDING, THE HELICOPTER TOUCHED DOWN HARD AND THE MAIN ROTOR BLADES FLEXED DOWNWARD AND HIT THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 2155

10/22/82

GONZALES,CA

A/C Reg. No. N1105B

Time (Lcl) - 1700 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2154 10/29/82 MORGAN HILL, CA A/C Reg. No. N2947X Time (Lcl) - 1810 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	2	0
Accident Occurred During -LANDING			0	0	0	0

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 9000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 256
SE LAND	Months Since - UNK/NR	Make/Model- 114
	Aircraft Type - C-172	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO PERFORM A BIENNIAL FLIGHT REVIEW. DURING THE PREFLIGHT, ABOUT 1 PINT OF FUEL WAS DRAINED FROM THE WINGS/SUMPS AND ABOUT 1/2 TEASPOON OF WATER WAS FOUND. AFTER TAKING OFF, THE POWER WAS REDUCED TO ABOUT 2500 RPM AND 25 INCHES OF MANIFOLD PRESSURE. AS THE CLIMB WAS CONTINUED, THE ENGINE LOST POWER AT ABOUT 3500 FT MSL. THE PILOTS WERE UNABLE TO RESTORE THE ENGINE POWER. THEIR EMERGENCY PROCEDURES INCLUDED THE USE OF CARBURETOR HEAT AND THE FUEL BOOST PUMP. SUBSEQUENTLY, THE AIRCRAFT FLIPPED OVER DURING A FORCED LANDING IN A SOFT FIELD. THE PILOT SUSPECTED CARBURETOR ICE, BUT THIS WAS NOT CONFIRMED. A TEARDOWN OF THE ENGINE REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE BEFORE IMPACT. THE TEMPERATURE AND DEW POINT WERE 68 AND 58 DEGREES, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 2154

10/29/82

MORGAN HILL, CA

A/C Reg. No. N2947X

Time (Lc1) - 1810 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO 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 - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2029 6/29/82 GREELEY, CO A/C Reg. No. N1648S Time (Lc1) - 0930 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Crew

Pass

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

Make/Model - AYRES S-2C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

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

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/005 KTS

Visibility - 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

LASALLE, CO

Destination

RON COOK FARM, CO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PLATTE VALLEY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3170

Make/Model- 2170

Instrument- UNK/NR

Multi-Eng - 250

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 140

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF THE PLT NOTICED THE OIL TEMP WAS INCREASING & THE ENG BEGAN LOSING POWER AT ABOUT 100 FT AGL. HE WAS UNABLE TO GAIN ANY ADDITIONAL ALTITUDE. HE CONTINUED FLYING FOR ANOTHER 15 MINUTES WHEN THE ENG FAILED COMPLETELY. THE ENG TEARDOWN & INSPECTION REVEALED THAT THE CAM REDUCTION GEAR BUSHINGS, NOSE CASE PARTS & ENG SHOWED SIGNS OF OIL STARVATION. THE MASTER ROD BEARING HAD SEIZED. THE CAM REDUCTION GEAR HAD BROKEN & THE CAM SHAFT DAMAGED. THE MAIN CASES, RODS & PISTONS WERE DAMAGED. THE OIL PUMP WAS FOUND OPERATIONAL.

Brief of Accident (Continued)

File No. - 2029

6/29/82

GREELEY, CO

A/C Reg. No. N1648S

Time (Lc1) - 0930 MDT

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

Finding(s)

1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY,CAMSHAFT - FAILURE,PARTIAL
3. ENGINE ASSEMBLY,MASTER ROD - FAILURE,PARTIAL
4. ENGINE ASSEMBLY,PISTON - FAILURE,PARTIAL

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

Finding(s)

5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2200 7/19/82 SHERIDAN LAKE, CO A/C Reg. No. N8232S Time (Lcl) - 1700 MDT

-----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	0	0
Accident Occurred During	-MANEUVERING					

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

Make/Model	- CESSNA 150F	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-----

<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- 130/008 KTS</p> <p>Visibility - 25.0 SM</p> <p>Cloud Conditions(1st) - 6000 FT BROKEN</p> <p>Cloud Conditions(2nd) - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TRIBUNE, KS</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - 12	Make/Model- 136
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 8
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS ON A FLIGHT TO CHECK HIS FIELDS AND CROPS FOR POSSIBLE HAIL DAMAGE. REPORTEDLY, HE DECIDED TO SEE HOW A FRIEND WAS DOING WITH HIS WHEAT HARVEST AND TO SEE IF HE HAD RECEIVED HAIL DAMAGE. THE PILOT STATED THAT HE SPOTTED HIS FRIEND'S COMBINE AND ATTEMPTED TO MAKE A LOW PASS CLOSE TO THE MACHINE. HE STATED THAT HE MISJUDGED HIS DISTANCE AND THE PLANE MADE CONTACT WITH THE GROUND, THEN SKIDDED ABOUT 300 FT TO A STOP. ACCORDING TO WITNESSES, THE PILOT BUZZED BY TWO COMBINES AND A GRAIN TRUCK. ONE WITNESS REPORTED THAT HE THOUGHT THE PILOT WAS THEN GOING TO TURN AROUND AND BUZZ HIM (THE WITNESS) AGAIN; HOWEVER, WHILE IN A LEFT BANK, THE PLANE'S LEFT WING HIT THE GROUND.

Brief of Accident (Continued)

File No. - 2200

7/19/82

SHERIDAN LAKE, CO

A/C Reg. No. N8232S

Time (Lcl) - 1700 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2028 7/25/82 NR. COLORADO SPRINGS, CO A/C Reg. No. N9424U Time (Lc1) - 1620 MDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	FALCON, CO	
Completeness	Destination	Airport Data
Basic Weather		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 Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	Total	- 495
SE LAND,ME LAND	Months Since	Make/Model	- 200
	Aircraft Type	Instrument	- 99
		Multi-Eng	- 49
		Last 24 Hrs	- 0
		Last 30 Days	- 4
		Last 90 Days	- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN NORTH CHEYENNE WOOD NEAR PIKES PEAK AT APPROXIMATELY 8400 FT MSL. THE PLT REPORTED THAT AFTER ARRIVING AT THE FIRST RIDGE OF MOUNTAINS HE WAS CAUGHT IN DOWNDRAFTS. UNABLE TO CLEAR THE TOP OF A MOUNTAIN, HE TURNED INTO A BOX CANYON.

Brief of Accident (Continued)

File No. - 2028

7/25/82

NR. COLORADO SPRINGS, CO

A/C Reg. No. N9424U

Time (Lc1) - 1620 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - HIGH TERRAIN
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2130 8/27/82 MONARCH PASS,CO A/C Reg. No. N3LT Time (Lcl) - 1239 MDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SALIDA,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GRAND JUNCTION,CO	Runway Ident - N/A
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - 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)
PRIVATE	Current - YES	Total - 375
SE LAND	Months Since - 13	Make/Model- 125
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN MOUNTAINOUS TERRAIN AT APPROXIMATELY 10,950 FT MSL 22 MINUTES AFTER TAKEOFF. THE TEMPERATURE AT THE ACCIDENT SITE WAS ABOUT 50 DEG F. RATE OF CLIMB AT 10,000 FT MSL & 50 DEG F IS ABOUT 251 FPM AT 76 MPH.

Brief of Accident (Continued)

File No. - 2130

8/27/82

MONARCH PASS,CO

A/C Reg. No. N3LT

Time (Lc1) - 1239 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - RISING
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2041 9/04/82 AURORA, CO A/C Reg. No. N4069Y Time (Lcl) - 0805 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			0	0	0	1
			0	1	0	0

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

Make/Model - BARNES AX-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 - 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		
Wind Dir/Speed- 230/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 148
	Months Since - 7	Make/Model- 148
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
FREE BALLOON		Last 24 Hrs - 1
Instrument Rating(s) - NONE		Last 30 Days- UNK/NR
		Last 90 Days- 27
		Rotorcraft - UNK/NR

-----Narrative-----

THE VFR LOCAL PLEASURE FLIGHT WAS BEING CONDUCTED IN STRONG 20-25 KT WIND CONDITIONS. THE WIND CONDITION HAD CHANGED SUBSTANTIALLY DURING THE DURATION OF THE FLIGHT. DURING A LANDING IN A PLOWED FIELD THE GONDOLA BOUNCED AND WAS DRUG APPROXIMATELY 270 FEET. THE PASSENGER SUFFERED A BROKEN ANKLE DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2041

9/04/82

AURORA,CO

A/C Reg. No. N4069Y

Time (Lc1) - 0805 MDT

Occurrence HARD LANDING
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2040

9/04/82

CONIFER,CO

A/C Reg. No. N5131

Time (Lc1) - 1030 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - DAVENPORT BD-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

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 - 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- 330/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FLYING J
Runway Ident - 36
Runway Lth/Wid - 1400/ 100
Runway Surface - DIRT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 405
Make/Model- 122
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 73
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE LANDING AT A RANCH STRIP THE AIRCRAFT BOUNCED. ON THE SECOND BOUNCE THE RIGHT MAIN LANDING GEAR CROSSED A DITCH LOCATED ON THE RIGHT SIDE OF THE RUNWAY, HIT A MOUND OF DIRT AND SEPARATED THE WHEEL. THE AIRCRAFT THEN NOSED OVER COMING TO REST INVERTED. TOTAL LENGTH OF THE RUNWAY WAS 1400 FEET.

Brief of Accident (Continued)

File No. - 2040

9/04/82

CONIFER,CO

A/C Reg. No. N5131

Time (Lc1) - 1030 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 2013 9/06/82 PUEBLO, CO A/C Reg. No. N7291P Time (Lcl) - 1206 MDT

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

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

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

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BONHAM, TX	PUEBLO MEMORIAL
Wind Dir/Speed- 200/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 742/ 75
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 910
SE LAND	Months Since - 22	Last 24 Hrs - 4
	Aircraft Type - C-172	Make/Model- 130
		Instrument- 6
		Last 30 Days- 8
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LANDED AT RUEBLO, CO FOR FUEL ON A RETURN FLIGHT TO TEXAS. AFTER LANDING, THE PILOT ASKED A FEMALE ATTENDANT IF THERE WERE ANY LIQUOR STORES OPEN. THE PILOT RETURNED TO THE AIRPORT ABOUT 1/2 HOUR LATER AND OBSERVED THE PILOT CARRYING A BROWN PAPER BAG. THE TAXI CAB DRIVER WHO WAS WITH THE PILOT STATED THAT DURING THE RIDE BACK TO THE AIRPORT THE PILOT CONSUMED THE CONTENTS OF A BOTTLE OF CLEAR LIQUID, ABOUT 1/2 PT. THE PILOT RETURNED TO THE AIRCRAFT AND ATTEMPTED TO TAKEOFF ON A TAXIWAY THAT CONNECTS THE GENERAL AVIATION RAMP AND THE INTERSECTIONS OF RUNWAY 8L AND 35. THE AIRCRAFT NEVER ACHIEVED FLIGHT AND RAN OFF THE END OF THE TAXIWAY OVER ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 2013

9/06/82

PUEBLO, CO

A/C Reg. No. N7291P

Time (Lc1) - 1206 MDT

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

Finding(s)

1. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2039 9/26/82 COLORADO SPRINGS, CO A/C Reg. No. N51QQ Time (Lcl) - 1130 MDT

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

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

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

Make/Model - QUICKIE Q2	Eng Make/Model - REUMASTER 2100 DQ	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 110 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	Airport Data
Completeness - N/A		COLORADO SPRINGS MUNI
Basic Weather - VMC	ATC/Airspace	Runway Ident - 17
Wind Dir/Speed- 150/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 11020/ 150
Visibility - 60.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 146
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 8
		Instrument- 2
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE MADE A LONG FINAL TO THE RUNWAY AT APPROXIMATELY 80 MPH. AFTER TOUCHDOWN, WITNESSES OBSERVED THE AIRCRAFT TO BOUNCE THREE TIMES BEFORE STRIKING A RUNWAY DISTANCE MARKING SIGN AND COMING TO REST 100 FEET OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2039

9/26/82

COLORADO SPRINGS, CO

A/C Reg. No. N51QQ

Time (Lcl) - 1130 MDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2170 10/07/82 LA JUNTA, CO A/C Reg. No. N2935K Time (Lcl) - 1238 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL - SOLO	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 - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - RADIO	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC		LA JUNTA MUNICIPAL
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8274/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
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)
STUDENT	Current - N/A	Total - 51
SE LAND	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- 15
		Instrument- 0
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ELECTED TO PRACTICE TOUCH-AND-GO LANDINGS ON RUNWAY 12. HE REPORTED THAT AFTER LANDING, HE BEGAN TO SET THE TRIM AND PREPARE TO TAKEOFF, WHEN THE TAIL POPPED UP AND HE COULD HEAR THE WIND WHISTLING. REPORTEDLY, HE APPLIED FULL POWER, BUT THE AIRCRAFT BEGAN TURNING TO THE RIGHT. HE STATED THAT HE USED FULL LEFT RUDDER TO COMPENSATE, BUT THIS WAS NOT ENOUGH. SUBSEQUENTLY, THE AIRCRAFT FLIPPED OVER WHILE IT WAS STILL ON THE RUNWAY. ABOUT 12 MINUTES AFTER THE ACCIDENT, THE WIND WAS REPORTED TO BE 170 DEGREES AT 6 KTS AND VARIABLE.

Brief of Accident (Continued)

File No. - 2170

10/07/82

LA JUNTA, CO

A/C Reg. No. N2935K

Time (Lc1) - 1238 MDT

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

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2083 6/11/82 MIDDLETOWN,DE A/C Reg. No. N38DR Time (Lcl) - 1610 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - GREGG KR-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - REV. MASTER (VW)
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- 100/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUMMIT AIRPARK,DE
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	234	Last 24 Hrs -	1
Make/Model-	48		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG FAILED ON THE DOWNWIND LEG AFTER THE PLT APPLIED CARB HEAT. THE PLT ATTEMPTED A POWER-OFF APPROACH TO THE RWY BUT ENCOUNTERED TURBULENCE FROM ANOTHER ACFT PASSING BELOW HIM ON FINAL CAUSING HIM TO LOSE CONTROL & ENTER A SPIN. AFTER RECOVERY THE ACFT PASSED UNDER WIRES & CRASHED INTO A CORN FIELD. THE ENG WAS EQUIPPED WITH AN AFTER-MARKET CARB. DISASSEMBLY REVEALED THE MAIN METERING JET WAS BLOCKED WITH RUBBER FROM A DISINTEGRATED "O" RING INTENDED TO SEAL THE JET IN THE CARB BODY.

Brief of Accident (Continued)

File No. - 2083

6/11/82

MIDDLETOWN,DE

A/C Reg. No. N38DR

Time (Lc1) - 1610 EDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)
 2. FUEL SYSTEM,CARBURETOR - FOREIGN OBJECT
 3. FLUID,FUEL - STARVATION
-

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

Occurrence #3 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2180 9/08/82 NEAR ST. PETERSBURG, FL A/C Reg. No. N9421Y Time (Lcl) - 2122 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew Fatal
NONE Pass 0

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4016
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 040/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
DALLAS, TX
Destination
ST. PETERSBURG, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	- 2920	Last 24 Hrs	- 5
Make/Model-	53	Last 30 Days-	UNK/NR
Instrument-	25	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE FLIGHT WAS UNEVENTFUL UNTIL IT WAS ABOUT 5 MILES NORTHWEST OF ST PETERSBURG, FL. AT ABOUT THAT POINT, THE PILOT CONTACTED THE TOWER FOR LANDING AND ADVISED THAT THE PLANE WAS LOW ON FUEL. SHORTLY THEREAFTER, THE ENGINE LOST POWER. THE AIRCRAFT WAS DITCHED IN SHALLOW WATER AT NIGHT IN AN INLAND WATERWAY. DURING AN EXAMINATION, ABOUT 4 OUNCES OF FUEL WAS FOUND IN THE LEFT TANK AND THE RIGHT TANK WAS FOUND EMPTY.

Brief of Accident (Continued)

File No. - 2180

9/08/82

NEAR ST. PETERSBURG, FL

A/C Reg. No. N9421Y

Time (Lcl) - 2122 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2132 10/05/82 BROOKSVILLE, FL A/C Reg. No. N2447F Time (Lcl) - 1020 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	- 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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/005 KTS</p> <p>Visibility - 8.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>HERNANDO COUNTY</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - CONCRETE</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 style="padding-left: 20px;">SE LAND</p>	<p>Age - 36</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>- 16</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>16</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>16</td> </tr> </table>	Total	- 16	Last 24 Hrs	- 1	Make/Model-	16	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	16
Total	- 16	Last 24 Hrs	- 1											
Make/Model-	16	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	16											

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS. ACCORDING TO HIM, THE NOSE GEAR COLLAPSED AS HE LOWERED THE NOSE ON HIS THIRD LANDING. THE PROPELLER STRUCK THE RUNWAY SURFACE AND THE PLANE VEERED TO THE LEFT. AFTER DEPARTING THE LEFT SIDE OF THE RUNWAY, THE PLANE NOSED OVER. AN EXAMINATION OF THE NOSE GEAR REVEALED NO EVIDENCE OF FATIGUE, CORROSION OR PREVIOUS CRACKS. THE ENGINE MOUNT AND UPPER LANDING GEAR STRUCTURE WERE FOUND TO BE BUCKLED AND SHOWED EVIDENCE OF VERTICAL DECELERATION.

Brief of Accident (Continued)

File No. - 2132

10/05/82

BROOKSVILLE,FL

A/C Reg. No. N2447F

Time (Lcl) - 1020 EDT

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

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. LEVEL OFF - 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
-

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
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2131 10/17/82 BROOKSVILLE, FL A/C Reg. No. N1892Q Time (Lcl) - 1130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6
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- 050/010 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
CEDAR KEY, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PILOT COUNTRY ESTATES
Runway Ident - 36
Runway Lth/Wid - 3700/ 72
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1410
Make/Model- 212
Instrument- 62
Multi-Eng - 110
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 137

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 700 TO 800 FT AGL WHILE THE PLANE WAS CLIMBING. THE PILOT WAS UNABLE TO RESTART THE ENGINE. SUBSEQUENTLY, THE AIRCRAFT CRASHED IN AN ORANGE GROVE AND WAS DESTROYED. AN EXAMINATION AND PARTIAL TEARDOWN OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2131

10/17/82

BROOKSVILLE, FL

A/C Reg. No. N1892Q

Time (Lcl) - 1130 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. - 2095

6/02/82

CEDARTOWN,GA

A/C Reg. No. N2475E

Time (Lc1) - 1820 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - AERONCA 7AC
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1220
No. of Seats - 3

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRPORT

Airport Data

CORNELUS MOORE
Runway Ident - 28
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 610	Last 24 Hrs - 0
Make/Model- 25	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 25
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED & CRASHED INTO TREES FROM AN ALTITUDE OF APPROXIMATELY 60 FEET AGL. THE ELEVATOR TRIM TAB CONTROL WAS FOUND IN THE FULL NOSE UP POSITION.

Brief of Accident (Continued)

File No. - 2095

6/02/82

CEDARTOWN,GA

A/C Reg. No. N2475E

Time (Lc1) - 1820 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ELEVATOR TRIM - INATTENTIVE - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2138

8/20/82

MADISON,GA

A/C Reg. No. N9336U

Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL - DUAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 150M

Eng Make/Model - CONTINENTAL D-200

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

MADISON

Runway Ident - 14

Runway Lth/Wid - 3200/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND,ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 12230

Make/Model- 250

Instrument- 2579

Multi-Eng - 10060

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 113

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN THE TAILWHEEL EQUIPPED C-150 VEERED OFF THE RWY INTO A GULLY BREAKING OFF THE TAILWHEEL. THE ACFT THEN STRUCK AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 2138

8/20/82

MADISON,GA

A/C Reg. No. N9336U

Time (Lcl) - 1700 EDT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

Finding(s)

5. LANDING GEAR, TAILWHEEL - OVERLOAD
 6. LANDING GEAR, TAILWHEEL - FAILURE, TOTAL
-

----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. - 2026 8/29/82 BRUNSWICK,GA A/C Reg. No. N1737H Time (Lcl) - 1420 EDT

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

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

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

Make/Model - CESSNA 310C	Eng Make/Model - CONTINENTAL IO-470D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4830	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC		GLYNCO JETPORT
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8001/ 200
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2657
SE LAND,ME LAND	Months Since - 19	Make/Model- 823
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 2497
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED AN ELECTRICAL FAILURE INFIGHT AFTER TAKEOFF. HE HAND-CRANKED THE LANDING GEAR TO THE DOWN AND LOCKED POSITION PRIOR TO LANDING. AFTER ROLLING APPROXIMATELY 200 FEET, HE LEFT MAIN GEAR COLLAPSED. EXAMINATION OF THE LANDING GEAR REVEALED THE LANDING GEAR DOWNLOCKS WERE OUT OF ADJUSTMENT. THE DOWNLOCKS COULD BE OPENED WITH FINGER PRESSURE. THE NORMAL TENSION ON THE DOWNLOCKS SHOULD BE 40 TO 60 POUNDS.

Brief of Accident (Continued)

File No. - 2026

8/29/82

BRUNSWICK,GA

A/C Reg. No. N1737H

Time (Lcl) - 1420 EDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,GEAR LOCKING MECHANISM - FAILURE,TOTAL
 2. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2134 9/07/82 GIBSON,GA A/C Reg. No. N4877R Time (Lcl) - 1000 EDT

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

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

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

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	WRENS,GA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- UNK/NR			Runway Ident	- N/A
Wind Dir/Speed	- 340/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1882	Last 24 Hrs - 4
SE LAND	Months Since - 19	Make/Model - 1246	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 48	Last 90 Days - 153
		Multi-Eng - 20	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT BEGAN A SWATH RUN BY APPROACHING THE FIELD OVER TALL TREES. JUST BEYOND THE TREES WAS A 7 FT RISE IN THE TERRAIN. THE PILOT STATED THAT HE DID NOT FLARE SOON ENOUGH. REPORTEDLY, THE PLANE STRUCK THE CROP, THE GEAR SHEARED OFF AND THE PLANE SLID TO A STOP. THE PILOT REPORTED THAT THERE WAS AN OPTICAL ILLUSION IN THE WAY THE SHARP RISE BLENDED IN WITH THE ROWS OF THE CROP.

Brief of Accident (Continued)

File No. - 2134

9/07/82

GIBSON,GA

A/C Reg. No. N4877R

Time (Lcl) - 1000 EDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2010

9/14/82

BAXLEY,GA

A/C Reg. No. N6976Z

Time (Lcl) - 0950 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 -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
UNK/NR

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

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

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
SCREVEN,GA
Destination
BAXLEY,GA

Airport Proximity
ON AIRPORT

Airport Data

BAXLEY MUNI
Runway Ident - 07
Runway Lth/Wid - 3800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

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

Pilot-In-Command

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

Age - UNK/NR

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	- 6850	Last 24 Hrs	- UNK/NR
Make/Model-	3450	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-----

PRIOR TO LANDING, THE PILOT NOTICED THAT THE LEFT BRAKE WOULD NOT PUMP UP. THE PILOT LANDED AND DURING THE LANDING ROLLOUT THE LEFT BRAKE FAILED COMPLETELY. THE AIRCRAFT GROUNDLOOPED AND ONE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2010

9/14/82

BAXLEY,GA

A/C Reg. No. N6976Z

Time (Lcl) - 0950 EDT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 2. FLUID,HYDRAULIC - PRESSURE TOO LOW
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2114 10/09/82 MACON,GA

A/C Reg. No. N6138V

Time (Lc1) - 1620 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH S35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 12000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORPUS CHRISTI, TX
Destination
MACON, GA

Airport Proximity
ON AIRPORT

Airport Data

LEWIS B. WILSON
Runway Ident - 23
Runway Lth/Wid - 6501/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - VISUAL FULL CIRCUIT

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 530
Make/Model- 82
Instrument- 3
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 128

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING AND COMING TO A STOP ON THE RUNWAY, THE PILOT MADE A 180 DEGREE TURN TO PROCEED TO A TAXIWAY AND BEGAN CLEANING UP THE COCKPIT. DURING THE TURN, THE GEAR COLLAPSED. THE PILOT STATED THAT HE INADVERTENTLY RAISED THE GEAR HANDLE INSTEAD OF THE FLAP HANDLE. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE STRUTS WERE OVER-IN FLATED WHICH PREVENTED THE "SQUAT" SWITCH FROM ACTING AS A SAFETY FEATURE.

Brief of Accident (Continued)

File No. - 2114

10/09/82

MACON,GA

A/C Reg. No. N6138V

Time (Lc1) - 1620 EDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR,MAIN GEAR STRUT - OTHER
2. SERVICE OF AIRCRAFT - IMPROPER -
3. SAFETY SYSTEM(OTHER) - DISABLED
4. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2053 7/02/82 DILLINGHAM, HI A/C Reg. No. N7657 Time (Lc1) - 1655 HST

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

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

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

Make/Model - SCHWEIZER SGS 1-34	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 600	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 070/010 KTS Visibility - 30.0 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 ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data DILLINGHAM Runway Ident - 08 Runway Lth/Wid - 8000/ 150 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE, COMMERCIAL, CFI SE LAND GLIDER Instrument Rating(s) - NONE	Age - 30 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 205 Make/Model- 9 Instrument- 11 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR Rotorcraft - 15
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-----Narrative-----

THE GLIDER WAS ABOUT 5 FEET ABOVE THE RWY DURING A TOW TAKEOFF WITH THE L-19 TOW PLANE ABOUT READY TO LEAVE THE GROUND WHEN THE GLIDER PLT SWITCHED HANDS ON THE CONTROL STICK & APPARENTLY HIT THE COCKPIT CANOPY LATCH CAUSING THE CANOPY TO OPEN VIOLENTLY. THE PLT WAS UNABLE TO CLOSE THE CANOPY. SINCE HE WAS BARELY ABLE TO MAINTAIN LEVEL FLIGHT, HE PULLED THE TOW RELEASE AT ABOUT 10 FEET AGL. THE GLIDER PITCHED VIOLENTLY DOWNWARD TO THE RWY HITTING HARD ON THE NOSE & THEN HARD ON THE TAIL. THE PLT SAID THE ELEVATOR CONTROLS FROZE DUE TO INTERNAL DAMAGE IN THE TAIL & THE GLIDER BOUNCED ANOTHER 3 OR 4 TIMES OUT OF CONTROL UNTIL IT FINALLY CAME TO A HALT ON THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 2053

7/02/82

DILLINGHAM, HI

A/C Reg. No. N7657

Time (Lcl) - 1655 HST

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

Finding(s)

1. WINDOW - UNLOCKED
2. MISCELLANEOUS EQUIPMENT - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

3. FLT CONTROL SYST, ELEVATOR CONTROL - BINDING(MECHANICAL)
4. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2089 8/08/82 HANAPEPE, HI A/C Reg. No. N7014G Time (Lcl) - 1540 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

0

Crew

0

Pass

Injuries

Serious

0

Minor

1

None

0

1

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

Make/Model - CESSNA 172K
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/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- 060/014 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3200 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BARBAR PT, HI

Destination

Airport Proximity

ON AIRPORT

Airport Data

PORT ALLEN

Runway Ident - 09

Runway Lth/Wid - 2480/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 90

Make/Model- 90

Instrument- 8

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

JUST PRIOR TO TOUCHDOWN A STRONG GUST OF WIND CAUSED THE ACFT TO DRIFT RIGHT OF THE RWY CENTERLINE. DURING THE GO-AROUND THE LEFT WING STRUCK THE GROUND CAUSING THE ACFT TO CARTWHEEL.

Brief of Accident (Continued)

File No. - 2089

8/08/82

HANAPEPE, HI

A/C Reg. No. N7014G

Time (Lc1) - 1540 HST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - UNFAVORABLE WIND
-

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

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 6. ABORTED LANDING - INITIATED - PILOT IN COMMAND
 7. GO-AROUND - INITIATED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2007 9/02/82 LIHUE, HI A/C Reg. No. N59358 Time (Lcl) - 1515 HST

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

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

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

Make/Model	- BELL 206-L	Eng Make/Model	- ALLISON C20-B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4000	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 420 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	LIHUE, HI			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC			Runway Ident	- N/A
Wind Dir/Speed	- 090/020 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- 3400 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE		
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)	
COMMERCIAL	Current - YES	Total - 2694	Last 24 Hrs - 4
SE LAND	Months Since - 3	Make/Model - 174	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 120	Last 90 Days - 174
			Rotorcraft - 2654

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SIGHTSEEING TRIP TO THE WEST SIDE OF KAPALAOA RIDGE AREA NEAR PUNHAM CRATER, THE PILOT EXPERIENCED A DOWNDRAFT AND THEN A SEVERE UPDRAFT THAT PUT HIM IN IFR CONDITIONS IN THE CLOUDS. THE HELICOPTER IS NOT EQUIPPED FOR INSTRUMENT FLIGHT AND THE PILOT BECAME DISORIENTED. THE PILOT ATTEMPTED TO MANUEVER THE AIRCRAFT OUT OF THE CLOUDS TO REGAIN VISUAL REFERENCES. THE AIRCRAFT COLLIDED WITH TREES IN A MOUNTAINOUS AREA.

Brief of Accident (Continued)

File No. - 2007

9/02/82

LIHUE, HI

A/C Reg. No. N59358

Time (Lcl) - 1515 HST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CLOUDS
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)
8. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
9. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,8,9

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. - 2052 9/06/82 LISCOMB,IA A/C Reg. No. N2157A Time (Lcl) - 2010 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

1

Crew

1

Pass

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model - PIPER 28-236
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 090/012 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAWN

Itinerary

Last Departure Point

GUTTENBERG,IA

Destination

MARSHALLTOWN,IA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 64

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1086

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-----

N2157A DEPARTED ON A VFR FLIGHT TO MARSHALLTOWN, IA. THERE IS NO RECORD OF A PILOT WEATHER BRIEFING PRIOR TO DEPARTURE. THE REPORTED WEATHER AT WATERLOO AIRPORT AT THE APPROXIMATE TIME OF THE ACCIDENT WAS: MEASURED CEILING 600 FOOT OVERCAST, VISIBILITY ONE AND ONE-HALF MILES, LIGHT DRIZZLE AND FOG. THE PILOT HELD A PRIVATE CERTIFICATE WITH NO INSTRUMENT RATING. RECORD OF THE LAST BIENNIAL FLIGHT REVIEW INDICATES THAT IT WAS ACCOMPLISHED IN 1979. THERE WERE NO WITNESSES TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2052

9/06/82

LISCOMB,IA

A/C Reg. No. N2157A

Time (Lcl) - 2010 CDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DUSK
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

11. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
12. TERRAIN CONDITION - GROUND
13. 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) 4,5,6,7,8,9,10,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2113 10/02/82 CENTERVILLE, IA A/C Reg. No. N525SB Time (Lcl) - 1630 CDT

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

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

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

Make/Model - BEECH C24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	LINCOLN, NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CENTERVILLE, IA	MUNICIPAL
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1220
SE LAND	Months Since - 8	Make/Model- 951
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE APPROACH WAS A LITTLE HIGH AND FAST, THEN THE RIGHT TIRE BLEW OUT ON TOUCHDOWN. HE STATED THAT POWER WAS ADDED TO MAINTAIN DIRECTIONAL CONTROL, AND HE WAS UNABLE TO STOP AT THE END OF THE RUNWAY. HOWEVER, WITNESSES INDICATED THAT THE AIRCRAFT TOUCHED DOWN FAST AND TOO FAR DOWN THE RUNWAY. ACCORDING TO THE WITNESSES, ONE OF THE TIRES BLEW OUT AFTER THEY WERE SKIDDED. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND HIT A FENCE. THERE WAS A CROSSWIND OF ABOUT 5 KTS.

Brief of Accident (Continued)

File No. - 2113

10/02/82

CENTERVILLE, IA

A/C Reg. No. N525SB

Time (Lc1) - 1630 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 5. LANDING GEAR, TIRE - FAILURE, TOTAL
 6. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2133 10/12/82 LE MARS, IA A/C Reg. No. N9035A Time (Lcl) - 1400 CDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/020 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 1500 FT UNK/NR</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 15905</p> <p>Make/Model- 325</p> <p>Instrument- 830</p> <p>Multi-Eng - 2600</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 81</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A POWER LINE PATROL MISSION WITH AN OBSERVER ON BOARD. ACCORDING TO HIM, THE WIND WAS FROM THE WEST AT ABOUT 20 KTS AND HE WAS FLYING EAST ALONG A LINE THAT MADE A 90 DEGREE TURN TO THE NORTH. AT THAT POINT, HE BEGAN A 270 DEGREE TURN TO THE RIGHT TO FOLLOW THE LINE NORTH. HOWEVER, ABOUT HALF WAY THROUGH THE TURN, HE SAW THAT IF HE CONTINUED, THE TURN WOULD TAKE HIM OVER A FARMYARD AND CATTLE. HE REVERSED THE TURN BACK TO THE LEFT, TOWARD THE EAST. AS HE ROLLED OUT OF THE LEFT TURN GOING DOWNWARD, THE AIRCRAFT STALLED. HE ATTEMPTED TO RECOVER, BUT THERE WAS INSUFFICIENT ALTITUDE AND THE PLANE CRASHED.

Brief of Accident (Continued)

File No. - 2133

10/12/82

LE MARS, IA

A/C Reg. No. N9035A

Time (Lcl) - 1400 CDT

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

Finding(s)

1. OBJECT - ANIMAL(S)
 2. MANEUVER - PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2136 8/30/82 HOMEDALE, ID A/C Reg. No. N54242 Time (Lcl) - 1059 MDT

-----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 0	1	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 Apch/Lndg - 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)
PRIVATE	Current - YES	Total - 313
SE LAND	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 313
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

AS THE ACFT MADE A PASS OVER A FIELD THE PLT CUT THE POWER & SLOWED THE ACFT INTO SLOW FLIGHT. THE ACFT THEN MADE A STEEP TURN & STALLED.

Brief of Accident (Continued)

File No. - 2136

8/30/82

HOMEDALE, ID.

A/C Reg. No. N54242

Time (Lc1) - 1059 MDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----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. - 2181 9/05/82 GALENA, ID A/C Reg. No. N18894 Time (Lc1) - 1830 MDT

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

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

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

Make/Model - BEECH C24R	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	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	BOISE, ID	SMILEY CREEK
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 32
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1006
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 101
		Multi-Eng - 168
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO TAKEOFF THE MIXTURE WAS LEANED TO COMPENSATE FOR THE HIGH DENSITY ALTITUDE. THE ARPT IS AT AN ELEVATION OF 7,160 FT MSL. THE ACFT ROLLED THE 5,075 FT LENGTH OF THE RWY & MAY HAVE BECOME AIRBORNE PRIOR TO STRIKING FENCES AT THE END OF THE RWY. THE DUAL STUDENT SAID HIS CFI TOLD HIM TO RETRACT THE GEAR AT THAT TIME. THE STUDENT INDICATED THAT THE PARKING BRAKE WAS ON DURING THE TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 2181

9/05/82

GALENA, ID

A/C Reg. No. N18894

Time (Lcl) - 1830 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PARKING BRAKES - INADVERTENT USE - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)
4. OBJECT - FENCE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2024 9/10/82 BONNERS FERRY, ID A/C Reg. No. N67323 Time (Lcl) - 1930 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

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 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 - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CRANBROOK B.C.
Destination
SPOKANE, WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 737 Last 24 Hrs - 0

Make/Model- 95 Last 30 Days- UNK/NR

Instrument- 104 Last 90 Days- 115

Multi-Eng - 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REFUELING, THE PILOT ATTEMPTED TO TAKEOFF FROM A FIELD. THE FIRST TAKEOFF ATTEMPT WAS ABORTED. DURING THE SECOND TAKEOFF ROLL THE AIRCRAFT NOSE GEAR STRUCK A DITCH, CAUSING THE AIRCRAFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 2024

9/10/82

BONNERS FERRY, ID

A/C Reg. No. N67323

Time (Lcl) - 1930 PDT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2107 10/08/82 40 NM WNW SALMON, ID A/C Reg. No. N5183U Time (Lcl) - 1300 MDT

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

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

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRSTRIP
Method - RADIO	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SALMON, ID	COLD MEADOWS USFS
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - 17
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4550/ 90
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3145
SE LAND	Months Since - 1	Make/Model - 2000
	Aircraft Type - C-206	Instrument - 104
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT BEGAN A TAKEOFF FROM A RUNWAY COVERED WITH ABOUT SIX INCHES OF WET SNOW AND SLUSH IN CALM WIND CONDITIONS. HE REPORTED THAT DURING THE TAKEOFF, THE RIGHT MAIN WHEEL SETTLED BACK TO THE RUNWAY AND ENCOUNTERED AN AREA OF SOFT SNOW AND SLUSH. THE AIRCRAFT THEN VEERED TO THE RIGHT INTO DEEPER SNOW AND SUBSEQUENTLY DEPARTED THE RUNWAY AND WAS DAMAGED. THE AIRPORT ELEVATION WAS 7030 FT.

Brief. of Accident (Continued)

File No. - 2107

10/08/82

40 NM WNW SALMON, ID

A/C Reg. No. N5183U

Time (Lc1) - 1300 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2191 10/12/82 COEUR D'ALENE, ID A/C Reg. No. N6179V Time (Lcl) - 1800 PDT

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

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

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

Make/Model	- LAKE LA-4-200	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2690	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>COEUR D'ALENE, ID</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - WATER</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>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - LA-4</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 4102</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>498</td> <td>Last 30 Days-</td> <td>14</td> </tr> <tr> <td>Instrument-</td> <td>39</td> <td>Last 90 Days-</td> <td>25</td> </tr> <tr> <td>Multi-Eng -</td> <td>2</td> <td></td> <td></td> </tr> </table>	Total	- 4102	Last 24 Hrs	- 1	Make/Model-	498	Last 30 Days-	14	Instrument-	39	Last 90 Days-	25	Multi-Eng -	2		
Total	- 4102	Last 24 Hrs	- 1															
Make/Model-	498	Last 30 Days-	14															
Instrument-	39	Last 90 Days-	25															
Multi-Eng -	2																	

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO GLASSY WATER AND DUSK CONDITIONS, FINAL APPROACH FOR LANDING WAS FLOWN PARALLEL TO A LOG BOOM FOR SURFACE REFERENCE. AFTER TOUCHING DOWN, THE AIRCRAFT BOUNCED BACK INTO THE AIR AND A GO-AROUND WAS INITIATED. DURING THE GO-AROUND, THE AIRCRAFT DRIFTED LEFT. THE LEFT WING STRUCK A BOOM PILING AND THE PLANE CRASHED IN THE WATER AND SANK.

Brief of Accident (Continued)

File No. - 2191

10/12/82

COEUR D'ALENE, ID

A/C Reg. No. N6179V

Time (Lcl) - 1800 PDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. TERRAIN CONDITION - WATER, GLASSY
 3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2116 10/18/82 ASHTON, ID A/C Reg. No. N1982M Time (Lcl) - 1110 MDT

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	EL PASO, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	THREE FORKS, MT	
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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) - 8000 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
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 - 594
SE LAND	Months Since - 3	Make/Model- 324
	Aircraft Type - C-T210M	Instrument- 10
		Multi-Eng - 10
		Last 24 Hrs - 7
		Last 30 Days- 22
		Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FLIGHT FROM EL PASO, TX TO THREE FORKS, MT, THE PILOT NOTED CLOUDS BELOW HIS CRUISING ALTITUDE WHILE CROSSING THE MONTANA BORDER. WHEN HE ARRIVED AT HIS DESTINATION, HE WAS ABOVE A SOLID OVERCAST, SO HE DIVERTED TO WEST YELLOWSTONE, MT. DURING ARRIVAL, HE CONTACTED A FLIGHT SERVICE STATION FOR AN AIRPORT ADVISORY AND WAS INFORMED THAT THE AIRPORT WAS CLOSED FOR SNOW REMOVAL. HE THEN DIVERTED TO ST ANTHONY, ID. WHILE ENROUTE, FUEL EXHAUSTION OCCURRED. DURING A FORCED LANDING ON A ROAD, THE AIRCRAFT TOUCHED DOWN HARD AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2116

10/18/82

ASHTON, ID

A/C Reg. No. N1982M

Time (Lcl) - 1110 MDT

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

Finding(s)

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

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

Finding(s)

3. AIRPORT FACILITIES - UNAVAILABLE
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. REFUELING - NOT POSSIBLE - PILOT IN COMMAND
6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
7. FLUID, FUEL - EXHAUSTION

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

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) 2,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2115 10/31/82 MIDVALE, ID A/C Reg. No. N3177N Time (Lc1) - 0930 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

Runway Ident - 32
Runway Lth/Wid - 2000/ 60
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1150
Make/Model- 843
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 35
Last 90 Days- 68

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFT-OFF, THE ENGINE LOST POWER. THE PILOT ELECTED TO MAKE A FORCED LANDING IN A PLOWED FIELD NEAR THE END OF THE RUNWAY. THE RIGHT MAIN GEAR FAILED TO CLEAR THE BARBED-WIRE PERIMETER FENCE. SUBSEQUENTLY, THE AIRCRAFT TOUCHED DOWN IN A YAW AND CRASHED. THE PILOT SUSPECTED THERE WAS ICE IN THE FUEL LINES; HOWEVER, THIS WAS NOT VERIFIED. HE ESTIMATED THE TEMPERATURE WAS 30 DEGREES.

Brief of Accident (Continued)

File No. - 2115

10/31/82

MIDVALE, ID

A/C Reg. No. N3177N

Time (Lc1) - 0930 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. WEATHER CONDITION - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2198 11/06/82 MCCALL, ID A/C Reg. No. N6807R Time (Lcl) - 1345 MST

-----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	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA T210G	Eng Make/Model - CONTINENTAL TS10-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 285 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		MCCALL MUNICIPAL
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5002/ 75
Cloud Conditions(1st) - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 8000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1930
SE LAND	Months Since - 4	Make/Model- 966
	Aircraft Type - C-T210G	Instrument- UNK/NR
		Multi-Eng - 500
		Last 24 Hrs - 5
		Last 30 Days- 12
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE APPLIED BACK PRESSURE TO RAISE THE NOSE FOR TAKEOFF, THE AIRCRAFT FELT SLUGGISH, SO HE RELEASED SOME BACK PRESSURE TO GAIN AIRSPEED. THE PILOT REPORTED HE THEN HEARD A LOUD METALLIC "BANG" AND STATED THAT A VIBRATION STARTED IN THE FRONT END. HE ELECTED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING RUNWAY. AT THE END OF THE RUNWAY, HE ANGLED LEFT ONTO A TAXIWAY/RUN-UP AREA. ABOUT 15 TO 20 FT BEYOND THE RUN-UP AREA, THE NOSE AND RIGHT MAIN GEAR STRUCK CONCRETE PADS AND WERE DAMAGED. AN INSPECTION OF THE AIRCRAFT REVEALED NO APPARENT REASON FOR THE NOISE THAT WAS HEARD DURING THE TAKEOFF ROLL. THE AIRPORT ELEVATION WAS 5023 FT.

Brief of Accident (Continued)

File No. - 2198

11/06/82

MCCALL, ID

A/C Reg. No. N6807R

Time (Lc1) - 1345 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
4. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2160 7/21/82 JACKSONVILLE,IL A/C Reg. No. N757LG 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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None 1

-----Aircraft Information-----

Make/Model - CESSNA 152	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 - 2150	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	ON AIRPORT
Method - N/A	SPRINGFIELD,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE,IL	JACKSONVILLE
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1230
SE LAND,ME LAND	Months Since - 2	Make/Model- 420
	Aircraft Type - UNK/NR	Instrument- 0
GLIDER		Multi-Eng - 10
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

LANDING WAS MADE ON SOD Rwy 4. TOUCHDOWN WAS APPROXIMATELY 60 FT PRIOR TO CROSSING THE HARD SURFACE PARALLEL TAXIWAY FOR Rwy 13/31. THE NOSE WHEEL BROKE OFF UPON CONTACT WITH THE HARD SURFACE OF THE PARALLEL TAXIWAY. THERE WAS AN APPROXIMATE 2 INCH LIP BETWEEN Rwy 4 & THE EDGE OF THE TAXIWAY FOR Rwy 13/31.

Brief of Accident (Continued)

File No. - 2160

7/21/82

JACKSONVILLE,IL

A/C Reg. No. N757LG

Time (Lc1) - 1030 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
 4. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2199 7/24/82 BOLINGBROOK, IL A/C Reg. No. N8040Z Time (Lcl) - 1233 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Crew

Pass

-----Aircraft Information-----

Make/Model - AUSTIN S.E. 5A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1150

No. of Seats - 1

Eng Make/Model - LYCOMING O-235-C1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 105 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- 260/003 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4500 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1119

Make/Model- 62

Instrument- 10

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- 5

Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOTS OF AN AUSTIN S.E. 5A AND A FOLKER (BOTH WW I REPLICA AIRCRAFT) AGREED TO MAKE A PHOTO FLY-BY. THE PILOT OF THE AUSTIN TOOK OFF AS NUMBER ONE, BUT INSTEAD OF REMAINING IN THE TRAFFIC PATTERN, HE TURNED OUT OF THE PATTERN. THE FOLKER PILOT FOLLOWED IN TRAIL. REPORTEDLY, THE TWO AIRCRAFT ENTERED A DOG FIGHT TYPE OF PATTERN WHICH INVOLVED TURNS, DIVES AND CLIMBS. WHILE MANEUVERING, THE AUSTIN WAS OBSERVED TO MAKE A TURN OF ALMOST 180 DEGREES WHILE AT AN ALTITUDE OF ABOUT 200 TO 300 FT. THE PLANE THEN ROLLED LEVEL AND THE NOSE PITCHED DOWN ABOUT 45 DEGREES. SHORTLY AFTER THAT, THE PLANE IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2199

7/24/82

BOLINGBROOK,IL

A/C Reg. No. N8040Z

Time (Lcl) - 1233 CDT

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 - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2151 10/01/82 ROMEOVILLE, IL A/C Reg. No. N4434A Time (Lcl) - 2030 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-22	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	- 1950	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SCHAUMBURG, IL	
Completeness	Destination	Airport Data
Basic Weather	ROMEOVILLE, IL	ROMEOVILLE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 09
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 3000/ 60
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	Type Apch/Lndg	Runway Status
- NIGHT (DARK)	- NONE	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 446	Last 24 Hrs - 1
SE LAND	Months Since - 4	Make/Model- 290	Last 30 Days- 10
	Aircraft Type - PA-22	Instrument- 35	Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW OVER THE AIRPORT AT NIGHT, SAW THE RUNWAY LIGHTS AND ENTERED THE TRAFFIC PATTERN FOR LANDING. ON FINAL APPROACH, HE SAW A ROTATING BEACON AND THOUGHT AN AIRCRAFT WAS HOLDING SHORT OF THE RUNWAY. AS HE CONTINUED ON FINAL, HE SAW THAT THE BEACON WAS ON A VEHICLE. THE PILOT REPORTED THAT HE WAS DISTRACTED AND STARTED TO GO AROUND. HOWEVER, HE STATED THAT HE "FLEW DOWN A LITTLE WAY", THEN DECIDED TO LAND. THE PILOT REPORTED THAT THE AIRCRAFT TOUCHED DOWN ON TURF ON THE LEFT SIDE OF THE RUNWAY, THEN FLIPPED OVER. THE PLANE CAME TO REST IN A TRENCH THAT RAN PARALLEL AND NEXT TO THE RUNWAY.

Brief of Accident (Continued)

File No. - 2151

10/01/82

ROMEDEVILLE,IL

A/C Reg. No. N4434A

Time (Lcl) - 2030 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. TERRAIN CONDITION - DITCH
-

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) 2,3

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. - 2128 10/03/82 SENECA, IL A/C Reg. No. N5308D Time (Lcl) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	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 - LYCOMING O-320
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- 050/004 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 1200 FT SCATTERED

Cloud Conditions(2nd) - 21000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEWIS LOCKPORT, IL

Destination
SENECA, IL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SPRINGBROOK
Runway Ident - 18
Runway Lth/Wid - 2300/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	185	Last 24 Hrs -	0
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Make/Model-	102	Last 30 Days-	5
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Instrument-	10	Last 90 Days-	10
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A 2300 FT RUNWAY, THE PLANE TOUCHED DOWN ABOUT 1000 TO 1200 FT BEYOND THE APPROACH END. THE PILOT FELT THAT THERE WAS INSUFFICIENT ROOM TO STOP SAFELY, SO SHE INITIATED A GO-AROUND. THE PILOT WAS UNABLE TO ATTAIN ENOUGH ALTITUDE TO CLEAR TREES BEYOND THE END OF THE RUNWAY. THE LEFT WING COLLIDED WITH TREES AND THE PLANE CRASHED.

Brief of Accident (Continued)

File No. - 2128

10/03/82

SENECA, IL

A/C Reg. No. N5308D

Time (Lc1) - 0940 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2025 9/09/82 GARDNER,KS A/C Reg. No. N9078N Time (Lcl) - 1110 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - ROBINSON R-22 HP	Eng Make/Model - LYCOMING O-320-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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC		GARDNER MUNI
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 4.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3440/ 110
Cloud Conditions(1st) - 2500 FT PART OBSC	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,PRIVATE	Current - YES	Total - 1831
SE LAND	Months Since - 7	Make/Model- 35
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 100
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 92
		Rotorcraft - 1706

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

A NON-CFI RATED PLT WAS GIVING INSTRUCTION TO AN AIRPLANE PLT THAT HAD LOGGED A TOTAL OF 6 HRS IN HELICOPTERS. THE STUDENT PLT WAS LIFTING TO A HOVER WHEN A GUST OF WIND STRUCK THE AIRCRAFT FROM THE RIGHT SIDE. THE STUDENT PILOT MOVED THE CYCLIC PITCH CONTROL TO THE LEFT & THE AIRCRAFT ROLLED OVER ON ITS LEFT SIDE. THE PLT SAID THAT HIS EFFORT TO STOP THE ROLL WAS INEFFECTIVE.

Brief of Accident (Continued)

File No. - 2025

9/09/82

GARDNER,KS

A/C Reg. No. N9078N

Time (Lcl) - 1110 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VERTICAL TAKEOFF - PERFORMED - DUAL STUDENT
2. WEATHER CONDITION - GUSTS
3. CYCLIC - IMPROPER USE OF - DUAL STUDENT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

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) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2104 10/03/82 MCPHERSON,KS A/C Reg. No. N757PF Time (Lcl) - 1737 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 - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCPHERSON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 080/003 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 Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 77
SE LAND	Months Since - 23	Make/Model- 56
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ESTIMATED THERE WAS ABOUT 10 GALLONS OF FUEL ON BOARD BEFORE HE TOOK OFF. AFTER MAKING THREE TAKEOFFS AND LANDINGS, HE PICKED UP A PASSENGER AND FLEW IN THE LOCAL AREA. AFTER FLYING ABOUT ONE HOUR AND 17 MINUTES, THE ENGINE LOST POWER. WHILE LANDING IN AN ALFALFA FIELD, THE NOSE GEAR FAILED, THE PLANE BOUNCED, AND THEN IT NOSED OVER AFTER TOUCHING DOWN AGAIN. THE PILOT REPORTED THAT HE HAD RUN OUT OF FUEL AND NO FUEL WAS FOUND IN THE WING TANKS.

Brief of Accident (Continued)

File No. - 2104

10/03/82

MCPHERSON,KS

A/C Reg. No. N757PF

Time (Lc1) - 1737 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #5 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2120 10/05/82 EMPORIA,KS A/C Reg. No. N8836N Time (Lcl) - 1925 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -INSTRUCTIONAL - SOLO	Fire NONE	Crew 0	Fatal 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-140B	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 140 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- 160/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 25000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>EMPORIA MUNI</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4950/ 100</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>STUDENT</p> <p>SE LAND</p>	<p>Age - 26</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 44</p> <p>Make/Model- 44</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 14</p> <p>Last 90 Days- 26</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS FLYING A PIPER PA-28, N8836N. AFTER TAKING OFF FROM AN UNCONTROLLED AIRPORT, HE MADE 3 OR 4 TOUCH-AND-GO LANDINGS, THEN DEPARTED THE TRAFFIC PATTERN FOR A SHORT TIME. WHEN HE REENTERED THE TRAFFIC PATTERN, HE MONITORED THE UNICOM FREQUENCY AND REPORTED HIS POSITION IN THE PATTERN. HE HEARD THE AIRCREW OF A CESSNA 152, N89585, CALL FOR A STOP-AND-GO. THE STUDENT STATED THAT HE DID NOT REALIZE THE OTHER AIRCRAFT WOULD COME TO A FULL STOP ON THE RUNWAY. THE STUDENT REPORTED THAT AS HE CONTINUED THE LANDING, HE WAS CONCENTRATING ON THE END OF THE RUNWAY AND ON TOUCHING DOWN PROPERLY. HE DID NOT SEE THE CESSNA STOPPED ON THE RUNWAY UNTIL AFTER TOUCHDOWN. HE TURNED TO AVOID A COLLISION, BUT HIS RIGHT WING HIT THE TAIL OF THE CESSNA. THE INSTRUCTOR PILOT IN THE CESSNA STATED THAT HE AND HIS STUDENT HAD COME TO A STOP ABOUT 1200 TO 1300 FT FROM THE APPROACH END OF THE RUNWAY. THEY WERE RECONFIGURING THE CESSNA FOR TAKEOFF WHEN THE COLLISION OCCURRED.

Brief of Accident (Continued)

File No. - 2120

10/05/82

EMPORIA,KS

A/C Reg. No. N8836N

Time (Lcl) - 1925 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2120 10/05/82 EMPORIA,KS A/C Reg. No. N89585 Time (Lcl) - 1925 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL - DUAL	Fire	Crew 0	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -STANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		EMPORIA MUNICIPAL
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4950/ 100
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1486
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 765
		Last 30 Days- 50
		Instrument- 80
		Last 90 Days- 177
		Multi-Eng - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT (IP) AND A STUDENT WERE PRACTICING STOP-AND-GO LANDINGS IN A CESSNA 152, N89585, AT AN UNCONTROLLED AIRPORT. THE IP REPORTED THAT THEY WERE MONITORING THE UNICOM FREQUENCY AND HAD ANNOUNCED THEIR INTENTIONS BEFORE EACH STOP-AND-GO. THE IP OBSERVED ANOTHER AIRCRAFT, PIPER PA-28, N8836N, IN THE PATTERN. AFTER MAKING SEVERAL TOUCH-AND-GO LANDINGS, THE PILOT OF THE PIPER PA-28 (A STUDENT PILOT) DEPARTED THE PATTERN FOR A SHORT TIME. THE IP IN THE CESSNA 152 SAW THE PIPER PA-28 REENTER THE TRAFFIC PATTERN AND ADVISED THE PIPER THAT HIS ROTATING BEACON WAS NOT WORKING. AFTER AGAIN ANNOUNCING THEIR INTENTIONS, THE CESSNA AIRCREW STOPPED ABOUT 1200 TO 1300 FT FROM THE APPROACH END OF THE RUNWAY. WHILE THE CESSNA WAS BEING RECONFIGURED FOR TAKEOFF, IT WAS STRUCK FROM BEHIND BY THE PIPER. THE STUDENT IN THE PIPER REPORTED HE DID NOT REALIZE THE CESSNA WOULD STOP ON THE RUNWAY. HE DID NOT SEE IT STOPPED ON THE RUNWAY UNTIL AFTER TOUCHDOWN. THE PIPER'S RIGHT WING HIT THE CESSNA'S TAIL.

Brief of Accident (Continued)

File No. - 2120

10/05/82

EMPORIA,KS

A/C Reg. No. N89585

Time (Lc1) - 1925 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING

Finding(s)

1. LIGHT CONDITION - DUSK
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2126 10/15/82 TOPEKA,KS A/C Reg. No. N757JT Time (Lcl) - 1220 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	POPLAR BLUFF,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TOPEKA,KS	PHILIP BILLARD MUNI
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 344
	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- 110
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

ON A FLIGHT FROM POPLAR BLUFF, MO TO TOPEKA, KS, THE PILOT ENCOUNTERED HEADWINDS. ABOUT 4 TO 5 MILES FROM HIS DESTINATION AIRPORT, THE ENGINE LOST POWER. THE AIRCRAFT WAS DAMAGED DURING A FORCED LANDING IN A PLOWED FIELD BETWEEN 2 NORTH-SOUTH POWER LINES. ONLY ABOUT 1 PINT OF FUEL WAS FOUND IN THE FUEL TANKS, THERE WAS NO EVIDENCE OF FUEL LEAKS. BEFORE TAKEOFF, THE PILOT INSURED THAT THE FUEL TANKS WERE FULL (24.5 USABLE GALLONS). ACCORDING TO THE AIRCRAFT'S INFORMATION MANUAL, THE PLANE WOULD HAVE USED 22.37 GALLONS OF FUEL DURING A FLIGHT AT 3000 FT MSL USING 75% POWER.

Brief of Accident (Continued)

File No. - 2126

10/15/82

TOPEKA,KS

A/C Reg. No. N757JT

Time (Lc1) - 1220 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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 TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. WEATHER CONDITION - CROSSWIND
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

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. - 2127 10/16/82 MCCONNELL AFB,KS A/C Reg. No. N15846 Time (Lc1) - 1740 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 -TAKEOFF			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - BEECH E17L	Eng Make/Model - JACOBS L-4	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3390	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 5	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DERBY,KS	MCCONNELL AFB
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 12000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
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)
COMMERCIAL	Current - YES	Total - 2557
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - BE-E17L	Make/Model- 386
		Last 30 Days- UNK/NR
		Instrument- 114
		Last 90 Days- 19
		Multi-Eng - 144

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE AIRCRAFT ACCELERATED THROUGH 40 MPH DURING THE TAKEOFF ROLL, A PASSENGER ADVISED THE PILOT THAT THE CABIN DOOR WAS UNLOCKED. THE PILOT REDUCED THE ENGINE POWER TO IDLE, REACHED BACK AND CLOSED THE DOOR. WHILE LATCHING THE DOOR, THE AIRCRAFT SWERVED TO THE RIGHT AND THE LEFT MAIN GEAR FAILED.

Brief of Accident (Continued)

File No. - 2127

10/16/82

MCCONNELL AFB,KS

A/C Reg. No. N15846

Time (Lc1) - 1740 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. DOOR,PASSENGER - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2193 11/05/82 BUCKLIN,KS A/C Reg. No. N7432N Time (Lcl) - 0900 CST

-----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

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3112
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 - 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- 190/015 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DODGE CITY,KS

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BUCKLIN
Runway Ident - UNK/NR
Runway Lth/Wid - 2600-N/A
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total - 2800	Last 24 Hrs - 6
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 50
Multi-Eng - 2200	

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER FROM FUEL EXHAUSTION AND THE PILOT MADE A FORCED LANDING IN A PLOWED FIELD. WHILE LANDING, THE WHEELS DUG INTO THE SOIL AND THE AIRCRAFT NOSED OVER. THE PILOT STATED THAT HE REGULARLY FLEW ANOTHER AIRCRAFT WITH A LARGER FUEL SUPPLY. HE REPORTED THAT HE DID NOT VISUALLY CHECK THE FUEL TANKS BEFORE TAKEOFF SINCE HE THOUGHT THERE WAS AMPLE FUEL.

Brief of Accident (Continued)

File No. - 2193

11/05/82

BUCKLIN,KS

A/C Reg. No. N7432N

Time (Lc1) - 0900 CST

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 - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2167 6/05/82 LAKE CHARLES, LA A/C Reg. No. N83006 Time (Lc1) - 1912 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	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 - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 15
Runway Lth/Wid - 4000/ 100
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 683
Make/Model- 683
Instrument- 32
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOLD THE SURVIVING PAX HE WAS GOING TO MAKE A SHORT FLD TAKEOFF WITH FULL (40 DEG) FLAPS. THE PAX, WHO IS ALSO A PLT, DISAGREED WITH THE PLT. THE PLT SAID IT WOULD BE OKAY & PROCEEDED TO TAKE OFF. DURING THE TAKEOFF ROLL THE PAX SUGGESTED HE CHANGE THE FLAP SETTING TO 10 DEG. THE PLT DID NOT CHANGE THE FLAP SETTING. 3/4 OF THE WAY DOWN THE RWY THE PAX SUGGESTED THEY ABORT THE TAKEOFF. THE PLT DISAGREED & PULLED THE NOSE UP. THE ACFT FELT MUSHY & THE NOSE HIGH ATTITUDE OBSCURED THE VIEW OF THE UPCOMING TREES. THE ACFT STRUCK A TREE LIMB & CARTWHEELED. WITNESSES REVEALED THE ACFT STARTED ITS TAKEOFF RUN WITH ABOUT 3,000 FT OF USABLE RWY. THE ACFT SETTLED BACK TO THE RWY AFTER BECOMING AIRBORNE ABOUT 500-800 FT DOWN THE RWY. JUST PRIOR TO REACHING THE END OF THE RWY THE ACFT HAD GAINED ABOUT 6-8 FT.

Brief of Accident (Continued)

File No. - 2167

6/05/82

LAKE CHARLES, LA

A/C Reg. No. N83006

Time (Lc1) - 1912 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT CORRECTED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2185

6/26/82

BELLE CHASSE, LA

A/C Reg. No. N3446W

Time (Lc1) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	2	0	0

Type of Operation -BUSINESS

Fire
ON GROUND

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-32-260

Eng Make/Model - LYCOMING O-540-E4B5

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3400

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 6

Rated Power - 250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 160/006 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

CHICAGO, IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SOUTHERN SEAPLANE

Runway Ident - 20

Runway Lth/Wid - 3200/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 57

Medical Certificate - UNK/NR

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 2176

Last 24 Hrs - 0

SE LAND

Months Since - UNK/NR

Make/Model- 2176

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 671

Last 90 Days- 41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED SOUTHERN SEAPLANE'S LAND RWY 20 & CLIMBED TO APPROXIMATELY 200-300 FT WHERE IT WAS OBSERVED TRAILING WHITE SMOKE. IT TRAVELLED APPROXIMATELY 1.6 MI FROM ITS DEPARTURE POINT & STRUCK A TREE ON THE BANK OF THE ALGIERS OUTFALL CANAL. ENG TEAR DOWN INSPECTION REVEALED THAT THE #3 CYLINDER SUFFERED A CATASTROPHIC FAILURE. THE #5 CYLINDER & ROD ASSEMBLY WAS FOUND TO HAVE LOOSE CONNECTING ROD CAP NUTS. BOTH #3 & #5 CONRODS & CYLINDERS WERE REPLACED ON 9/29/81. #1, 2, & 4 CYLINDERS HAD SEVERAL DIME TO QUARTER SIZE PIECES OF ALUMINUM ON TOP OF THE PISTON INSIDE THE CYLINDERS.

Brief of Accident (Continued)

File No. - 2185

6/26/82

BELLE CHASSE, LA

A/C Reg. No. N3446W

Time (Lc1) - 1130 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CONNECTING ROD - LOOSE
-

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)
-

----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. - 2066

7/23/82

MONROE, LA

A/C Reg. No. N9125G

Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - CESSNA 188

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 280 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/006 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9690

Make/Model- 890

Instrument- 0

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TURN AROUND AFTER FIRST SPRAY RUN, THE AIRCRAFT COLLIDED WITH TREES AT AN ALTITUDE OF 75 FEET. THE PATH OF FLIGHT WAS ON A HEADING OF 280 DEGREES, INTO THE SUN.

Brief of Accident (Continued)

File No. - 2066

7/23/82

MONROE, LA

A/C Reg. No. N9125G

Time (Lcl) - 1945 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
 2. LIGHT CONDITION - SUNGLARE
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2022

9/22/82

PARKS, LA

A/C Reg. No. N212GS

Time (Lcl) - 1300 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 -CRUISE

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/010 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAFAYETTE, LA

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 27

Runway Lth/Wid - 2000 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 78

Make/Model- 7

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT RAN OUT OF FUEL. THE FUEL GAUGES WERE STILL REGISTERING 1/4 FULL ON BOTH TANKS WHEN THE ENGINE QUIT. IN ADDITION THE PILOT STATED, "IF I HAD DIPPED THE TANKS ON PREFLIGHT I WOULD HAVE KNOWN EXACTLY HOW MUCH FUEL WAS IN THE TANKS AND COULD HAVE PLANNED ACCORDINGLY."

Brief of Accident (Continued)

File No. - 2022

9/22/82

PARKS,LA

A/C Reg. No. N212GS

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,OIL QUANTITY GAUGE - INCORRECT
 2. FLUID,FUEL - EXHAUSTION
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2097 10/03/82 PINEVILLE, LA A/C Reg. No. N707PC Time (Lcl) - 1628 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 - CESSNA 180K II	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OPELOUSAS, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PINEVILLE, LA	ESLER FIELD
Wind Dir/Speed- 020/006 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 150
Cloud Conditions(1st) - 4500 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 27
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE ACFT VEERED RIGHT & THE LEFT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2097

10/03/82

PINEVILLE, LA

A/C Reg. No. N707PC

Time (Lc1) - 1628 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2014 9/25/82 HYANNIS,MA A/C Reg. No. N4149U Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries	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 150D	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LACONIA,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HYANNIS,MA	HYANNIS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 24
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5567/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 43
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT SHE WAS CLEARED FOR LANDING ON RUNWAY 24. SHE STATED THAT AS SHE TURNED ONTO FINAL, AND THE AIRCRAFT WAS HIGH, AN ADDITIONAL NOTCH OF FLAPS WAS ADDED. THE DESCENT TO THE RUNWAY WAS AT APPROXIMATELY 90 MPH. THE AIRCRAFT TOUCHED DOWN IN THE CENTER OF THE RUNWAY AND BOUNCED. IN AN ATTEMPT TO CORRECT THE SITUATION, WITH THE AILERONS, AND RUDDER CONTROL, THE RIGHT WING DIPPED. THE PILOT INSTINCTIVELY PUSHED THE CONTROL YOKE FORWARD TO LAND THE AIRCRAFT AND THE AIRCRAFT COLLIDED WITH THE GROUND, COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2014

9/25/82

HYANNIS,MA

A/C Reg. No. N4149U

Time (Lc1) - 1300 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - RUNWAY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. 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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2109 10/04/82 IPSWICH,MA

A/C Reg. No. N9923L

Time (Lc1) - 2025 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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-C20

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

TEWSBURY,MA

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 211 Last 24 Hrs - 0

Make/Model- 131 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DESCENDED OVER WATER AT NIGHT AND ELECTED TO FLY OVER A BEACH AREA AT 100 TO 200 FT AGL. HE REPORTED THAT HE LOWERED THE NOSE BRIEFLY TO SEE BETTER. AT ABOUT THAT TIME, THE AIRCRAFT COLLIDED WITH A SAND BANK.

Brief of Accident (Continued)

File No. - 2109

10/04/82

IPSWICH,MA

A/C Reg. No. N9923L

Time (Lcl) - 2025 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - SAND BAR
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. - 2035 7/20/82 WINSLOW, ME A/C Reg. No. N4041P Time (Lc1) - 0720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	1	2
Accident Occurred During -LANDING					0

-----Aircraft Information-----

Make/Model - FIREFLY 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 - 5	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		Runway Ident - UNK/NR
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 93
	Months Since - 2	Make/Model - 24
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
FREE BALLOON		Last 24 Hrs - UNK/NR
Instrument Rating(s) - NONE		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

-----Narrative-----

WHILE DESCENDING TO LAND IN AN OPEN FIELD, THE BALLOON BEGAN DRIFTING TOWARDS HIGH POWERLINES. IN AN ATTEMPT TO AVOID A COLLISION, THE PILOT FIRED THE BURNER APPROXIMATELY NINE TIMES, USING SHORT BLASTS OF THE BURNER. THE BALLOON FAILED TO GAIN ALTITUDE AND PRIOR TO CONTACTING THE POWERLINES, THE PILOT INSTRUCTED ONE OF THE PASSENGERS TO PULL THE RIP LINE. THE RIP CORD, WHEN PULLED, RELEASES THE HOT GASES FROM THE ENVELOPE.

Brief of Accident (Continued)

File No. - 2035

7/20/82

WINSLOW,ME

A/C Reg. No. N4041P

Time (Lcl) - 0720 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2156 8/13/82 HARDIN, MI A/C Reg. No. N83620 Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - 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- 180/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 524
Make/Model- 480
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 8
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE WRECKAGE WAS FOUND 3/4 MI WEST OF THE NW END OF A FARM RWY IN THE APPROXIMATE POSITION OF WHERE A RIGHT TURN WOULD OCCUR FROM THE DOWNWIND LEG TO THE BASE LEG OF A RIGHT PATTERN TO THE SE RWY. THE WRECKAGE SHOWED EVIDENCE OF A RIGHT ROTATIONAL MOMENT AT IMPACT. A WITNESS OBSERVED THE ACFT MAKING SEVERAL TAKEOFFS & LANDINGS PRIOR TO THE ACCIDENT. AT THAT TIME THE PLT WAS OBSERVED IN THE REAR SEAT. AT THE TIME OF THE ACCIDENT THE PLT WAS IN THE FRONT SEAT.

Brief of Accident (Continued)

File No. - 2156

8/13/82

HARDIN,MI

A/C Reg. No. N83620

Time (Lc1) - 0930 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

-----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. - 2018 9/11/82 BLAINE, MN A/C Reg. No. N8937 Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CASSUTT MARK II	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		ANOKA COUNTY
Wind Dir/Speed- 200/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4200 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES AT THE ACCIDENT SITE STATED THAT AFTER TAKEOFF, THE ENGINE ON N8937 BEGAN TO SPUTTER AND THE AIRCRAFT STALLED AT AN ALTITUDE OF APPROXIMATELY 50 TO 100 FEET AGL.

Brief of Accident (Continued)

File No. - 2018

9/11/82

BLAINE,MN

A/C Reg. No. N8937

Time (Lcl) - 1730 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2195 11/02/82 EXCELSIOR SPGS.,MO A/C Reg. No. N5958S Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During - LANDING			0	0	0	1	
			0	0	0	0	

-----Aircraft Information-----

Make/Model - BEECH A23-19	Eng Make/Model - LYCOMING O-320-E2C	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	LIBERTY,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EXCELSIOR SPGS.,MO	EXCELSIOR SPRING MEMORIAL
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2005/ 48
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 53
SE LAND	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 12
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT HE MADE A LANDING APPROACH TO RUNWAY 01 IN WINDS THAT WERE FROM 320 DEGREES AT 5, GUSTING 8 KTS. DURING THE APPROACH, HE LOWERED FULL FLAPS AND MAINTAINED A LEFT WING LOW ATTITUDE TO COMPENSATE FOR THE CROSSWIND. THE PILOT REPORTED THAT DURING THE LANDING, THE AIRCRAFT LOST LIFT AND FELL FROM ABOUT 15 TO 20 FT AGL. THE AIRCRAFT LANDED HARD AND THE NOSE GEAR COLLAPSED. REPORTEDLY, THE POWER HAD BEEN RETARDED TO IDLE BEFORE THE AIRCRAFT STALLED AND LANDED HARD.

Brief of Accident (Continued)

File No. - 2195

11/02/82

EXCELSIOR SPGS.,MO

A/C Reg. No. N5958S

Time (Lcl) - 1700 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
6. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2194 12/04/82 NEAR VICHY, MO A/C Reg. No. N60171 Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

-----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 - 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- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - 200 FT UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAPE GIRARDEAU, MO
Destination
ROLLA, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1862	Last 24 Hrs	- 6
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE FROM CAPE GIRARDEAU, MO TO ROLLA, MO, THE PILOT ENCOUNTERED AN AREA OF LOW CEILINGS AND FOG. WHILE HE WAS TRYING TO REMAIN VFR AT LOW ALTITUDE, THE AIRCRAFT STRUCK TREES ON TOP OF A HILL. THE PILOT CLIMBED ABRUPTLY, BUT THE PLANE STALLED, ENTERED A SPIN, THEN CRASHED. NINE MILES AWAY, THE 1256 CST WEATHER AT VICHY, MO WAS: INDEFINITE CEILING, 200 FT OBSCURED, 1/4 MILE VISIBILITY WITH LIGHT DRIZZLE AND FOG, TEMPERATURE AND DEW POINT 56 DEGREES, WIND FROM 110 DEGREES AT 8 KTS, ALTIMETER 29.82. THE PILOT REPORTED THAT HE HAD NOT REQUESTED A WEATHER BRIEFING BEFORE TAKEOFF, BUT HAD RELIED ON INFORMATION FROM AN UNOFFICIAL SOURCE.

Brief of Accident (Continued)

File No. - 2194

12/04/82

NEAR VICHY, MO

A/C Reg. No. N60171

Time (Lc1) - 1230 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. OBJECT - TREE(S)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

7. PULL-UP - PERFORMED - PILOT IN COMMAND
8. WEATHER CONDITION - CLOUDS
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
11. 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) 9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2140

8/14/82

MERIDAN, MS

A/C Reg. No. N1101M

Time (Lcl) - 1510 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 -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - EAA BIPLANE
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 4.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - 3000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AKIN

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

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 - 530

Make/Model- 22

Instrument- UNK/NR

Multi-Eng - 10

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THREE WITNESSES THE PLT WAS PERFORMING AEROBATIC MANEUVERS AT TREE-TOP LEVEL & THE ACFT STALLED DURING A PULL-UP & TURN-AROUND. THE PLT'S BLOOD ALCOHOL LEVEL WAS 128 MG% & THE GASTRIC LEVEL WAS 287 MG%.

Brief of Accident (Continued)

File No. - 2140

8/14/82

MERIDAN,MS

A/C Reg. No. N1101M

Time (Lc1) - 1510 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. AEROBATICS - PERFORMED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2073 10/24/82 SIDON, MS A/C Reg. No. N3066X Time (Lcl) - 1830 T

-----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

Crew 1
Pass 1

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DUSK

Itinerary

Last Departure Point

Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT
SE LAND

Age - 25

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 52 Last 24 Hrs - 0
Make/Model- 52 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 STUDENT PILOT AND PASSENGER DEPARTED JACKSON ON A FLIGHT TO MADISON, MS. THE HIGHWAY PATROL RECEIVED A REPORT OF A LOW FLYING AIRCRAFT AND A LOUD NOISE IN THE VICINITY OF SIDON, MS, THE AIRCRAFT WRECKAGE WAS FOUND THE NEXT MORNING IN A SOY BEAN FIELD. THE FATHER OF THE PILOT STATED THAT HIS SON MAY HAVE FLOWN OUT TO THE AREA TO OBSERVE A DEER HUNTING CAMP AND ATTEMPTED TO SPOT OR CHASE DEER. THERE WERE NO WITNESSES TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2073

10/24/82

SIDON, MS

A/C Reg. No. N3066X

Time (Lcl) - 1830 T

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2129 8/24/82 BROWNING,MT A/C Reg. No. N14695 Time (Lc1) - 1630 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
Injuries				
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 280 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/012 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
RAPID CITY,SD
Destination
BROWNING,MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

STAR-BROWNING
Runway Ident - 24
Runway Lth/Wid - 4100/ 100
Runway Surface - ASPHALT
Runway Status - DRY.

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	2300	Last 24 Hrs	-	12
Make/Model	-	52	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	42
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT LANDED WITH THE GEAR UP.

Brief of Accident (Continued)

File No. - 2129

8/24/82

BROWNING,MT

A/C Reg. No. N14695

Time (Lcl) - 1630 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2142 8/17/82 SCOTLAND NECK, NC A/C Reg. No. N9780P Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	1	0
Accident Occurred During	-MANEUVERING			0	0	0
				0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-25-260	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- 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	
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 190/005 KTS	Runway Ident	- N/A
Visibility	- 5.0 SM	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface	- N/A
Cloud Conditions(2nd)	- NONE	Runway Status	- N/A
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 270	Last 24 Hrs - 5
SE LAND	Months Since - 2	Make/Model - 150	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 192

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FOURTH SWATH RUN THE ACFT STRUCK A 60-FOOT TREE APPROXIMATELY 5 FT FROM THE TOP.

Brief of Accident (Continued)

File No. - 2142

8/17/82

SCOTLAND NECK, NC

A/C Reg. No. N9780P

Time (Lc1) - 1715 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2135 10/05/82 ROWLAND, NC A/C Reg. No. N48498 Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROWLAND, NC
Destination
MAXTON, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DAVIS
Runway Ident - 23
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND
HELICOPTER

Age - 33
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7010
Make/Model - 1250
Instrument - 269
Multi-Eng - 786
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 285
Rotorcraft - 919

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING FERRIED TO A NEARBY AIRPORT FOR WINTER STORAGE. IMMEDIATELY AFTER TAKEOFF, THE ENGINE BEGAN RUNNING ROUGH AND RPM WAS LOST. THE PILOT TURNED AND LANDED IN A PLOWED FIELD WHERE THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL. THE PILOT SUSPECTED A MAGNETO PROBLEM FROM MOISTURE CREATING CROSS-FIRING, MISFIRING OR CARBON TRACKS. HE STATED THAT HE ALTERNATED FROM RIGHT TO LEFT TO BOTH MAGNETOS, BUT COULD NOT REGAIN POWER. THE MAGNETOS CHECKED GOOD BEFORE TAKEOFF. ALSO BEFORE THIS FLIGHT, THE AIRCRAFT HAD SAT OUTSIDE WITHOUT BEING FLOWN FOR 5 DAYS. DURING THAT TIME, THERE HAD BEEN HEAVY RAIN. THE PILOT STATED THAT HE HAD DRAINED THE SUMPS BEFORE THE FLIGHT, BUT NOTED NO WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 2135

10/05/82

ROWLAND, NC

A/C Reg. No. N48498

Time (Lcl) - 0830 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 - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2146 10/27/82 YOUNGSVILLE, NC A/C Reg. No. N11576 Time (Lcl) - 1800 EST

-----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	0	0	1	
Accident Occurred During	-LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 170A	Eng Make/Model	- CONTINENTAL D-300A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 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	KNIGHTDALE, NC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	YOUNGSVILLE, NC		ALLEN FIELD	
Wind Dir/Speed	- UNK/NR			Runway Ident	- UNK/NR
Visibility	- 50.0 SM	ATC/Airspace		Runway Lth/Wid	- 2400 -UNK/NR
Cloud Conditions(1st)	- NONE	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Cloud Conditions(2nd)	- NONE	Type of Clearance	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 43	Last 24 Hrs - UNK/NR
SE LAND	Months Since - N/A	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 43
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE PILOT TOUCHED DOWN FAST AFTER CROSSING OVER POWER LINES NEAR APPROACH END OF THE RUNWAY. HE USED THE BRAKES TO SLOW DOWN, BUT WAS UNAWARE THAT THE WHEELS WERE SKIDDING ON THE GRASS UNTIL THE PLANE CAME TO A BARE PATCH OF GROUND. ACCORDING TO THE PILOT, THE WHEELS DUG IN AT THAT POINT AND THE PLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2146

10/27/82

YOUNGSVILLE, NC

A/C Reg. No. N11576

Time (Lc1) - 1800 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2042 9/22/82 CHADRON, NE A/C Reg. No. N225C Time (Lcl) - 1040 MDT

-----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	1	0
Accident Occurred During -TAKEOFF			0	1	1	0

-----Aircraft Information-----

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 165-B-3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL 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 - 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	HOT SPRINGS, SD	Runway Ident - UNK/NR
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - UNK/NR
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 12
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTURE, THE PILOT EXPERIENCED A LOSS OF POWER. THE PILOT MADE A FORCED LANDING IN A FIELD APPROXIMATELY ONE MILE FROM THE AIRPORT. EXAMINATION OF THE AIRCRAFT ENGINE REVEALED THAT THE MIXTURE CONTROL WAS NOT ATTACHED AT THE CARBURETOR AND THAT THE CARBURETOR MIXTURE LEVEL WAS 3/8 OF AN INCH FROM THE IDLE CUTOFF POSITION.

Brief of Accident (Continued)

File No. - 2042

9/22/82

CHADRON,NE

A/C Reg. No. N225C

Time (Lcl) - 1040 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MIXTURE CONTROL, LINKAGE - DISCONNECTED
 2. INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
 4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 5. FLARE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2158 8/02/82 BEANS PURCHASE,NH A/C Reg. No. N5566F Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	1	0	0
Accident Occurred During -CRUISE					

-----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 - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MOULTONBORO,NH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PORTLAND,ME	Runway Ident - N/A
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 104
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 88
		Multi-Eng - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED AN OBSCURED MOUNTAIN. AN OBSERVATION LOG & A PILOT-CERTIFICATED WITNESS CONFIRMED THAT IFR CONDITIONS EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2158

8/02/82

BEANS PURCHASE,NH

A/C Reg. No. N5566F

Time (Lc1) - 1715 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - LOW CEILING
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2036 6/12/82 MILLVILLE, NJ A/C Reg. No. N5497M Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-EXPERIMENTATION	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	- MIDGET MUSTANG	Eng Make/Model	- CONTINENTAL O-65	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 65 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MILLVILLE</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 5100/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">GLIDER</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 12</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 116</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 1</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 7</td> <td>Last 90 Days</td> <td>- 1</td> </tr> </table>	Total	- 116	Last 24 Hrs	- 1	Make/Model	- 1	Last 30 Days	- UNK/NR	Instrument	- 7	Last 90 Days	- 1
Total	- 116	Last 24 Hrs	- 1											
Make/Model	- 1	Last 30 Days	- UNK/NR											
Instrument	- 7	Last 90 Days	- 1											

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT PERFORMED SEVERAL HIGH SPEED TAXI TESTS WITH THE TAIL UP. DURING A HIGH SPEED TAXI, WHEN THE AIRCRAFT BEGAN TO WEATHER COCK, THE PILOT ATTEMPTED FLIGHT RATHER THAN RISK GROUNDLOOPING THE AIRCRAFT. AFTER SEVERAL MINUTES OF FLIGHT THE PILOT SET UP FOR A LANDING; HE STATED THAT HE PULLED THREE NOTCHES OF FLAPS AND MADE A POWER OFF APPROACH. AT APPROXIMATELY 20 FEET THE PILOT BEGAN TO TRANSITION TO THE FLARE, HOWEVER THE AIRCRAFT DID NOT RESPOND SUFFICIENTLY TO FULL NOSE UP ELEVATOR, THE DESCENT WAS NOT ARRESTED AND THE AIRCRAFT STRUCK THE GROUND. THE PILOT STATED THAT HE BELIEVES THE CAUSE OF THE ACCIDENT WAS DUE TO HIS UNFAMILIARITY WITH THE AIRCRAFT TYPE.

Brief of Accident (Continued)

File No. - 2036

6/12/82

MILLVILLE,NJ

A/C Reg. No. N5497M

Time (Lc1) - 1330 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

File No. - 2187

9/05/82

BRIDGEPORT, NJ

A/C Reg. No. N23807

Time (Lcl) - 1400 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 - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - LYCOMING R-680-E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 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- 310/003 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALLOWAY, NJ
Destination
BRIDGEPORT, NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

BRIDGEPORT
Runway Ident - 34
Runway Lth/Wid - 2200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 7
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 - 15
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGE WHEN IT WAS LANDED SHORT OF THE RUNWAY. THE RIGHT MAIN WHEEL COLLIDED WITH A SMALL DITCH AND FAILED. THE AIRCRAFT THEN FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2187

9/05/82

BRIDGEPORT,NJ

A/C Reg. No. N23807

Time (Lc1) - 1400 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2064 7/04/82 ALBUQUERQUE, NM A/C Reg. No. N2045F Time (Lcl) - 0715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
None					
Fire	Crew	0	1	0	0
None	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BARNES AX-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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC		Runway Ident - UNK/NR
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 20
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED SHE MADE A PRACTICE LANDING NEAR A LARGE HILL AND HAD NO PROBLEMS LANDING. SHE CONTINUED FLIGHT FOR APPROXIMATELY 20 MINUTES AND PREPARED TO LAND ON A ROAD. THE BALLOON IMPACTED A ROAD EMBANKMENT AT TOUCHDOWN AND THE PILOT BROKE HER LEG. SHE STATED THE GROUND WAS "NOT THAT BAD" AND "THE PROBLEM WAS THE WAY I HAD MYSELF BRACED IN THE GONDOLA."

Brief of Accident (Continued)

File No. - 2064

7/04/82

ALBUQUERQUE,NM

A/C Reg. No. N2045F

Time (Lcl) - 0715 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER DESCENT RATE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2183 7/18/82 SANTA FE,NM A/C Reg. No. N6215D Time (Lcl) - 0540 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	0	0	0

-----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 - UNK/NR
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- 010/008 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 15000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SANTA FE MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - 8322/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 202	Last 24 Hrs	- 0
Make/Model-	130	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	70

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK THE GROUND AT A 40-45 DEG ANGLE & LEFT WING DOWN 1/2 MI FROM THE DEPARTURE END OF RWY 20. NO DISCREPANCIES WERE NOTED IN AIRCRAFT SYSTEMS. AN ENG DISASSEMBLY REVEALED NO MALFUNCTION. IT WAS KNOWN THE FOUR OCCUPANTS HAD A TOTAL WEIGHT OF 857 POUNDS & 200 POUNDS OF BAGGAGE & CARGO WERE ON BOARD. THE RECORDED USEFUL LOAD OF THIS ACFT WAS 787 POUNDS.

Brief of Accident (Continued)

File No. - 2183

7/18/82

SANTA FE,NM

A/C Reg. No. N6215D

Time (Lcl) - 0540 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2190

8/14/82

TIMBERON,NM

A/C Reg. No. N2996K

Time (Lcl) - 1630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CLIMB

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALAMOGORDO,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 Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	222	Last 24 Hrs -	0
Make/Model-	16		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE COULD NOT GAIN SUFFICIENT ALTITUDE TO CLEAR TERRAIN. A WITNESS OBSERVED THE ACFT AT APPROXIMATELY 150-200 FT AGL, WELL BELOW THE TOP OF THE CANYON.

Brief of Accident (Continued)

File No. - 2190

8/14/82

TIMBERON,NM

A/C Reg. No. N2996K

Time (Lc1) - 1630 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - RISING
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) 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. - 2008

9/06/82

RATON,NM

A/C Reg. No. N8200M

Time (Lcl) - 1600 MDT

-----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	5

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 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- 350/010 KTS

Visibility - 15.0 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

SAME AS ACC/INC

Destination

PONCA CITY,OK

Airport Proximity

ON AIRPORT

Airport Data

LA MESA PARK

Runway Ident - 35

Runway Lth/Wid - 5400 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	801	Last 24 Hrs -	0
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Make/Model-	19	Last 30 Days-	UNK/NR
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Instrument-	64	Last 90 Days-	4
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Multi-Eng -	9
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE AIRPORT REGULATIONS WERE SUCH THAT HE HAD TO MAKE A DOWNWIND TAKEOFF ON RUNWAY 17. THE WIND WAS FROM 350 DEGREES AT 10 KNOTS. HE STATED THAT JUST AFTER LIFTOFF, THE AIRCRAFT STALLED. FORWARD ELEVATOR WAS APPLIED TO BREAK THE STALL AND THE AIRCRAFT SETTLED BACK TO THE GROUND. THE AIRCRAFT HIT SOFT DIRT AND A DITCH CAUSING THE LANDING GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 2008

9/06/82

RATON,NM

A/C Reg. No. N8200M

Time (Lc1) - 1600 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. LIFT-OFF - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - DITCH.

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2032

1/22/82

CARSON CITY,NV

A/C Reg. No. N13083

Time (Lcl) - 1215 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RENO,NV
Destination
CARSON CITY,NV

Airport Proximity
ON AIRPORT

Airport Data

CARSON CITY
Runway Ident - 09
Runway Lth/Wid - 5900 -UNK/NR
Runway Surface - ASPHALT
Runway Status - ICE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA,ME SEA

Age - 76

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12680	Last 24 Hrs - 1
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 17	Last 90 Days- 16
Multi-Eng - 500	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STRUCK AN 18 INCH HIGH FROZEN SNOW BANK THAT A SNOW PLOW HAD LEFT STRETCHED ACROSS THE APPROACH
END OF RUNWAY 09. THE PILOT NOT ABLE TO SEE THE SNOW BANK DUE TO FRESH FALLEN SNOW. THE RIGHT MAIN GEAR WAS SHEARED
OFF AND THE AIRCRAFT SLID TO A STOP OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2032

1/22/82

CARSON CITY, NV

A/C Reg. No. N13083

Time (Lcl) - 1215 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. AIRPORT SNOW REMOVAL - IMPROPER - AIRPORT PERSONNEL
 3. LANDING GEAR, MAIN GEAR STRUT - SEPARATION
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2063 7/22/82 RENO,NV A/C Reg. No. N81PH Time (Lcl) - 0745 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - OMAC 1
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6200
No. of Seats - 6

Eng Make/Model - LYCOMING LTP 101
Number Engines - 1
Engine Type - TURBOJET
Rated Power - UNK/NR

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- 300/003 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

STEAD AFB
Runway Ident - 14
Runway Lth/Wid - 8080/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12600	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	1220	Last 90 Days-	8
Multi-Eng	- 8900		

Instrument Rating(s) - NONE

-----Narrative-----

N81PH WAS RETURNING FROM A TEST FLIGHT AND WHEN THE LANDING GEAR WAS LOWERED THE RIGHT MAIN GEAR FAILED TO LOCK. THE GEAR WAS CYCLED SEVERAL TIMES WITHOUT SUCCESS. DURING TOUCHDOWN THE RIGHT MAIN GEAR COLLAPSED AND THE AIRCRAFT CAME TO REST OFF THE RUNWAY. EXAMINATION OF THE LANDING GEAR REVEALED THAT THE GEAR LOCKING DEVICE FAILED TO ACTUATE WHEN THE GEAR WAS EXTENDED.

Brief of Accident (Continued)

File No. - 2063

7/22/82

RENO,NV

A/C Reg. No. N81PH

Time (Lcl) - 0745 MST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,GEAR LOCKING MECHANISM - 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. - 2027 8/24/82 HONEOYE FALLS,NY A/C Reg. No. N41419 Time (Lcl) - 1520 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -CRUISE			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	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 - 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	DUNKIRK,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JAMESTOWN,NY	HONEOYE FALLS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 1750/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 162
SE LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 162
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED ROCHESTER, NY ON A CROSS COUNTRY FLIGHT DESTINED FOR ITHACA NY. ENROUTE SHE BECAME DISORIENTED AND CALLED ON 121.5 TO RECEIVE HELP FROM THE LOCAL CONTROLLING FACILITY AND WAS VECTORED TOWARDS HONEOYE AIRPORT. WHILE APPROACHING THE AIRPORT, THE ENGINE QUIT AND THE PILOT ATTEMPTED AN EMERGENCY LANDING IN A FIELD. THE AIRCRAFT NOSED OVER ON LANDING. THE PILOT INDICATED FIVE HOURS OF FUEL ENDURANCE ON HER FLIGHT PLAN. TACH TIME READINGS RECORDED PRIOR TO DEPARTURE AND AT THE TIME OF THE ACCIDENT INDICATED THAT THE TOTAL DURATION OF THE FLIGHT WAS 5.6 HOURS.

Brief of Accident (Continued)

File No. - 2027

8/24/82

HONEOYE FALLS, NY

A/C Reg. No. N41419

Time (Lc1) - 1520 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

----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. - 2084 8/28/82 ELMIRA,NY A/C Reg. No. N65850 Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER 2-33A
Landing Gear - N/A
Max Gross Wt - 1040
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/020 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 15000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HARRIS HILL
Runway Ident - 33
Runway Lth/Wid - 1100/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

Age - 22
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	-	61	Last 24 Hrs -	2
Make/Model-	31		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	11

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS TOO HIGH ON BASE & STARTED SLIPPING TO LOSE EXCESSIVE ALTITUDE. HE LOST TOO MUCH ALTITUDE & SPEED, STRIKING THE GROUND SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 2084

8/28/82

ELMIRA, NY

A/C Reg. No. N65850

Time (Lc1) - 1615 EDT

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2148 10/10/82 GRAHAMSVILLE,NY A/C Reg. No. N54177 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING				

SUBSTANTIAL

Fire

Crew

0

0

0

1

NONE

Pass

0

0

0

2

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONTICELLO,NY
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SULLIVAN CO. INT'L
Runway Ident - 15
Runway Lth/Wid - 6300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	86	Last 24 Hrs	-	1
Make/Model	-	86	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND TWO PASSENGERS DEPARTED ON A LOCAL SIGHTSEEING FLIGHT WITH FULL FUEL TANKS. ABOUT ONE HOUR AFTER TAKEOFF, THE PILOT FLEW OVER THE PASSENGERS' HOUSE TO TAKE PICTURES. WHILE A PASSENGER WAS PHOTOGRAPHING THE HOUSE, THE PILOT'S ATTENTION WAS DIVERTED TOWARD THE GROUND. DURING THIS TIME, HE LOST REFERENCE OF HIS ALTITUDE AND AIRSPEED AND BEGAN TO APPROACH RISING TERRAIN. HE APPLIED FULL POWER AND ATTEMPTED TO CLIMB, BUT THE PLANE WAS NEAR STALLING SPEED. SUBSEQUENTLY, THE LEFT WING CONTACTED TREE TOPS AND THE AIRCRAFT CARTWHEELED TO THE GROUND.

Brief of Accident (Continued)

File No. - 2148

10/10/82

GRAHAMSVILLE, NY

A/C Reg. No. N54177

Time (Lc1) - 1500 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. TERRAIN CONDITION - RISING
 5. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2110

10/10/82

ELMIRA, NY

A/C Reg. No. N50BS

Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew/Pass	0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GLOBE SWIFT GC-1B

Landing Gear - TAILWHEEL FIXED-MAINS RETRACT

Max Gross Wt - 1710

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-300-D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

ELT Installed/Activated - YES/NO

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 1100 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

PALMYRA, NY

Airport Proximity
ON AIRPORT

Airport Data

CHEMUNG CO.

Runway Ident - 24

Runway Lth/Wid - 7000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

GLIDER

Age - 55

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2028

Make/Model- 245

Instrument- 125

Multi-Eng - 10

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE RIGHT SIDE OF THE CANOPY SEPARATED FROM THE AIRCRAFT AS IT WAS CLIMBING THROUGH ABOUT 150 TO 200 FT AGL. THE PILOT NOTIFIED THE TOWER OF THE SITUATION AND CLEARANCE WAS OBTAINED TO LAND ON ANY RUNWAY. ACCORDING TO THE PILOT, HE TURNED CROSSWIND TOO SOON AND BEGAN A DOWNWIND TOO CLOSE-IN WHILE AVOIDING GLIDER OPERATIONS. SUBSEQUENTLY, HE BEGAN A TIGHT 180 DEGREE TURN FROM A LOW DOWNWIND TO FINAL APPROACH. THE PILOT REPORTED THAT DURING THE TURN, THE AIRCRAFT "BEGAN TO FALL OUT OF THE SKY." HE ADDED FULL POWER AND STATED THAT PARTIAL CONTROL WAS ACHIEVED OVER A TAXIWAY. HE ELECTED TO CHOP THE POWER AND LAND. THE AIRCRAFT LANDED HARD IN A 3 POINT ATTITUDE AND WAS DAMAGED. THE PILOT BELIEVED THAT THE FRONT CANOPY PIN WAS ENGAGED BEFORE TAKE-OFF (IT WAS VISUALLY CHECKED). HOWEVER, HE NOTED THAT THE REAR PIN WAS LOCATED OUTSIDE. HE RECOMMENDED A MORE PRUDENT CHECK OF THE CANOPY ATTACHMENT (FRONT AND REAR PINS). HE HAD INSTALLED A NEW WEATHER SEAL AT THE REAR HATCH.

Brief of Accident (Continued)

File No. - 2110

10/10/82

ELMIRA,NY

A/C Reg. No. N50BS

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SEPARATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - 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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2150 10/10/82 JAMESTOWN,NY A/C Reg. No. N9415L Time (Lc1) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AMERICAN AVIATION AA-1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - NO -N/A
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 - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC		CHAUTAQUA
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
SE LAND	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS ON RUNWAY 13 WITH A REPORTED WIND FROM 180 DEGREES AT 15 KTS. HE REPORTED THAT DURING A LANDING, HE FLARED TOO HIGH AND BOUNCED. REPORTEDLY, POWER WAS APPLIED TO GO-AROUND, BUT THE PLANE BEGAN TO PORPOISE. DURING THE THIRD TOUCHDOWN, THE NOSE GEAR FAILED AND THE ENGINE MOUNT PUNCTURED THE FIREWALL.

Brief of Accident (Continued)

File No. - 2150

10/10/82

JAMESTOWN,NY

A/C Reg. No. N9415L

Time (Lc1) - 1115 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. 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)

6. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2117 8/28/82 WILLIAMSBURG, OH A/C Reg. No. N2774L Time (Lc1) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - BENTLY B8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - MCCULLOCH 4318A
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- 350/010 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HUTCHINSON PRIVATE

Runway Ident - 06

Runway Lth/Wid - 2000/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 37

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 - 9

Make/Model- 6

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF THE ACFT CLIMBED TO ABOUT 250 FT AGL & THEN MADE A GRADUAL SHALLOW 180 DEG LEFT TURN HEADING BACK TOWARD THE STRIP. IT GRADUALLY STARTED LOOSING ALTITUDE WITHOUT ANY NOTICABLE VARIATIONS OR DISRUPTIONS IN ITS FLT PATH WHEN IT CLIPPED THE TREES & POWER LINES. THE 6 HRS IN MAKE/MODEL DOES NOT REFLECT ACTUAL FLT TIMES BUT RATHER IS THE TOTAL AMOUNT OF TRAINING TIME ACCUMULATED GOING UP & DOWN THE RWY PRACTICING PILOT/AIRCRAFT CONTROLABILITY PRIOR TO HIS FIRST SOLO FLT. THERE WAS NO CFI ENDORSEMENT FOR THIS FLT.

Brief of Accident (Continued)

File No. - 2117

8/28/82

WILLIAMSBURG, OH

A/C Reg. No. N2774L

Time (Lc1) - 1500 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. OBJECT - TREE(S)
2. OBJECT - WIRE, TRANSMISSION
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2065 7/07/82 TULSA,OK

A/C Reg. No. N69CB

Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - BOEING A75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5717
No. of Seats - 2

Eng Make/Model - CONTINENTAL R-670
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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- 360/006 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SAUDRIDE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 12411	Last 24 Hrs	- UNK/NR
Make/Model-	140	Last 30 Days-	UNK/NR
Instrument-	754	Last 90 Days-	UNK/NR
Multi-Eng	- 8309	Rotorcraft	- 290

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS LOCATED AT THE DEPARTURE END OF THE RUNWAY STATED THAT THE AIRCRAFT CLIMBED TO AN ALTITUDE OF APPROXIMATELY 400 FEET WHEN THE ENGINE STOPPED RUNNING. IN A NOSE HIGH ATTITUDE THE LEFT WING WAS OBSERVED TO DROP AND A STALL OCCURRED. THE PILOT HAD NO RECOLLECTION OF EVENTS BEFORE OR AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2065

7/07/82

TULSA,OK

A/C Reg. No. N69CB

Time (Lcl) - 0930 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2054 7/21/82 GAGE,OK A/C Reg. No. N3937Z Time (Lc1) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER 18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 220/003 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 Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 11	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 450
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 1000

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS BEING USED TO SPRAY GRASSHOPPERS AND WAS FLYING IN AN EASTERLY DIRECTION. THE RIGHT WING STRUCK A HIGH LINE WIRE THAT IS ORIENTED NORTH AND SOUTH. AFTER STRIKING THE WIRE THE AIRCRAFT STRUCK THE GROUND APPROXIMATELY 190 FEET EAST OF THE HIGH LINE. THE PILOT WAS PINNED TO THE WRECKAGE FOR APPROXIMATELY 45 MINUTES BEFORE BEING TRANSPORTED TO THE HOSPITAL.

Brief of Accident (Continued)

File No. - 2054

7/21/82

GAGE,OK

A/C Reg. No. N3937Z

Time (Lc1) - 1100 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2067 7/26/82 OKLAHOMA CITY,OK A/C Reg. No. N8229V Time (Lcl) - 1825 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER 28-181	Eng Make/Model	- LYCOMING VO-360	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	LINCOLN,NE		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	OKLAHOMA CITY,OK	EXPRESSWAY AIRPARK	
Wind Dir/Speed	- 130/010 KTS		Runway Ident	- 20
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 3000/ 100
Cloud Conditions(1st)	- 25000 FT OVERCAST	Type of Flight Plan	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- UNK/NR			

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 150	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD DIFFICULTY LOCATING THE AIRPORT AT HIS DESTINATION. HE TOUCHED DOWN AT A POINT MORE THAN HALFWAY DOWN THE 3000 FOOT RUNWAY AND REALIZING HE WOULD BE UNABLE TO STOP THE AIRCRAFT, ATTEMPTED A GO-AROUND. THE MAIN LANDING GEAR STRUCK A ROADSIDE CURB, PITCHING THE AIRCRAFT UPWARD AND TURNING THE AIRCRAFT TO THE LEFT. THE AIRCRAFT STRUCK THE GROUND IN A NEAR FLAT ATTITUDE ON A CREEK BANK.

Brief of Accident (Continued)

File No. - 2067

7/26/82

OKLAHOMA CITY,OK

A/C Reg. No. N8229V

Time (Lc1) - 1825 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - OBJECT

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2043 9/25/82 TAHLEQUAH,OK A/C Reg. No. N48342 Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
Crew 1	0	0	0	
Pass 0	0	0	0	

Type of Operation -AIR SHOW/RACING
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - MUSTANG II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 900
No. of Seats - 2

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 - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/004 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRPORT

Airport Data

TAHLEQUAH
Runway Ident - 35
Runway Lth/Wid - 3200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1151	Last 24 Hrs - UNK/NR
Make/Model- 20	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 AMATEUR BUILT MUSTANG II CRASHED WHILE ATTEMPTING A ROLL DURING THE ANNUAL TULSA FLY-IN AT TAHLEQUAH AIRPORT. THE ACFT WAS OBSERVED MAKING A HI-SPEED FLY-BY OVER RUNWAY 35 AT APPROXIMATELY 50 FT AGL, AND START A GRADUAL CLIMB & ROLL TO THE RIGHT TO APPROXIMATELY 500 FT AGL. THE AIRCRAFT THEN BECAME INVERTED & NOSED DOWNWARD UNTIL THE ACFT WAS IN A VERTICAL DIVE WITH WINGS PARALLEL TO THE RWY AT IMPACT.

Brief of Accident (Continued)

File No. - 2043

9/25/82

TAHLEQUAH,OK

A/C Reg. No. N48342

Time (Lc1) - 1645 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. 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) 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. - 2071 10/23/82 3 1/2 NM ENE DISNEY,OK A/C Reg. No. N4555J Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AMERICAN AA-5B	Eng Make/Model - LYCOMING O-360A-4-K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PRIVATE STRIP DISNEY,OK	PRIVATE STRIP
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 200
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 123
SE LAND	Months Since - 7	Last 24 Hrs - 0
	Aircraft Type - AA5B	Make/Model- 123
		Instrument- 21
		Last 30 Days- 5
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT BOUNCED AT TOUCHDOWN. A GO-AROUND WAS ATTEMPTED AND THE AIRCRAFT STRUCK A POWERLINE AT THE END OF THE RUNWAY. THE AIRCRAFT IMPACTED THE GROUND APPROXIMATELY 1/4 MILE SOUTHEAST OF THE RUNWAY. THE ACCIDENT OCCURRED AT DUSK.

Brief of Accident (Continued)

File No. - 2071

10/23/82

3 1/2 NM ENE DISNEY,OK

A/C Reg. No. N4555J

Time (Lc1) - 1900 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
2. OBJECT - WIRE,TRANSMISSION(MARKED)
3. LIGHT CONDITION - DUSK
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2034 7/29/82 COTTAGE GROVE,OR A/C Reg. No. N761ZY Time (Lcl) - 1251 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 350/008 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - 1100 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA ROSA,CA

Destination

EUGENE,OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - RADAR ADVISORIES

Type Apch/Lndg - VOR/DME

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED WHILE RECEIVING RADAR VECTORS FROM EUGENE APPROACH CONTROL TO THE VOR-DME RUNWAY 34 APPROACH AT EUGENE, OR. INVESTIGATION REVEALED THAT THE AIRCRAFT IMPACTED TREE TOPS IN A LEVEL, NOSE DOWN ATTITUDE AND TRAVELED APPROXIMATELY 180 YARD FROM POINT OF IMPACT. BOTH OCCUPANTS WERE EJECTED FROM THE AIRCRAFT WHEN THE SEATS AND SEAT TRACKS FAILED.

Brief of Accident (Continued)

File No. - 2034

7/29/82

COTTAGE GROVE,OR

A/C Reg. No. N761ZY

Time (Lc1) - 1251 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - OBSCURATION
 3. WEATHER CONDITION - FOG
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

9. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2137

8/21/82

TROUTDALE,OR

A/C Reg. No. N56AD

Time (Lcl) - 1330 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew	0	0	0
		Pass	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 - HUGHES 369HS
Landing Gear - SKID
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 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
DAMACUS,OR
Destination

Airport Proximity
ON AIRPORT

Airport Data

TROUTDALE
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 Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 750	Last 24 Hrs	- UNK/NR
Make/Model-	160	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft -	200

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT ORIGINATED AT THE PLT'S RESIDENCE 20 MI SOUTH OF THE TROUTDALE ARPT. THE PLT STATED THE PURPOSE OF THE FLT WAS TO REFUEL THE ACFT SINCE HE FIGURED HE HAD ABOUT 8 GALS OF FUEL ON DEPARTURE. AS THE ACFT APPROACHED THE GROUND AT ABOUT 50 FT AGL THE PLT EXECUTED WHAT APPEARED TO BE THE FLARE MANEUVER AT THE BOTTOM OF AN AUTOROTATION. THE ACFT THEN SUDDENLY FELL VERTICALLY TO THE GROUND, BOUNCED ABOUT 10-15 FT, THEN FELL BACK TO THE GROUND & ROLLED OVER ON ITS RIGHT SIDE. NO FUEL WAS ON BOARD.

Brief of Accident (Continued)

File No. - 2137

8/21/82

TROUTDALE,OR

A/C Reg. No. N56AD

Time (Lc1) - 1330 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #4 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,SKID ASSEMBLY - OVERLOAD
7. LANDING GEAR,SKID ASSEMBLY - FAILURE,TOTAL

Occurrence #5 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2046 9/02/82 ROSENBURG,OR A/C Reg. No. N727FK Time (Lcl) - 0700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire		Serious	Minor	None	
Type of Operation -PERSONAL	Crew	0	0	0	2	
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0	
Accident Occurred During -TAXI	NONE					

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-520	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 - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		ROSEBURG
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 Apch/Lndg - NONE	Runway Status - N/A
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 - 334
SE LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 248
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO HAND START THE AIRCRAFT DUE TO A WEAK BATTERY. THE PILOT TOLD PASSENGER TO HOLD THE BRAKES AND ASSUMED THE PASSENGER KNEW HOW, BECAUSE OF HIS MANY HOURS OF FLIGHT TIME (AS A PASSENGER). WHEN THE ENGINE STARTED THE AIRCRAFT BEGAN TO MOVE FORWARD AND ATTEMPTS BY THE PILOT TO GET IN THE PLANE WERE UNSUCCESSFUL. THE PASSENGER PULLED THE FUEL MIXTURE OFF BUT DID NOT APPLY THE BRAKES. THE AIRCRAFT ROLLED INTO A HANGAR AND STRUCK AN AIRCRAFT (N1565).

Brief of Accident (Continued)

File No. - 2046

9/02/82

ROSENBURG,OR

A/C Reg. No. N727FK

Time (Lcl) - 0700 PDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. OBJECT - AIRCRAFT PARKED

----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. - 2031 9/09/82 PRINEVILLE,OR A/C Reg. No. N6220Z Time (Lcl) - 1115 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-02J

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - UNK/NR

Wind Dir/Speed- 200/005 KTS

Visibility - 45.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - 12000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

REDMOND,OR

Destination

Airport Proximity

ON AIRPORT

Airport Data

PRINEVILLE

Runway Ident - 28

Runway Lth/Wid - 5000/ 60

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

SE LAND

Age - 39

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	Last 24 Hrs	-	0
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Make/Model-	44	Last 30 Days-	UNK/NR
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Instrument-	0	Last 90 Days-	3
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Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ATTEMPT THE AIRCRAFT WAS BLOWN TO THE RIGHT SIDE OF RUNWAY 28. THE PILOT WAS UNABLE TO CORRECT FOR THE WIND DRIFT AND ATTEMPTED TO EXECUTE A GO-AROUND BUT THE LEFT WING TIP CAUGHT IN SAGEBRUSH OFF THE LEFT SIDE OF THE RUNWAY AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2031

9/09/82

PRINEVILLE,OR

A/C Reg. No. N6220Z

Time (Lcl) - 1115 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 NOSE OVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2019 9/12/82 CORVALLIS,OR A/C Reg. No. N2535P Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	2
				0	0	0
				0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT
Method	- N/A	
Completeness	- N/A	
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- 270/020 KTS	CORVALLIS MUNICIPAL
Visibility	- 20.0 SM	Runway Ident
Cloud Conditions(1st)	- 3500 FT SCATTERED	- 27
Cloud Conditions(2nd)	- UNK/NR	Runway Lth/Wid
Obstructions to Vision	- NONE	- 5058/ 150
Precipitation	- NONE	Runway Surface
Condition of Light	- DAYLIGHT	- ASPHALT
		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 950
SE LAND	Months Since - 5	Make/Model-	308
	Aircraft Type - PA-28	Instrument-	69
		Last 24 Hrs -	2
		Last 30 Days-	UNK/NR
		Last 90 Days-	85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR STATED THAT WHILE ON A LOW FINAL APPROACH, A SUDDEN DOWNDRAFT OF WINDSHEAR OCCURRED CAUSING THE AIRCRAFT TO DROP AND THE RIGHT WING TO HIT THE TOP OF A TREE. UPON IMPACT THE AIRCRAFT SPUN OUT OF CONTROL AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2019

9/12/82

CORVALLIS,OR

A/C Reg. No. N2535P

Time (Lcl) - 1430 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - DOWNDRAFT
 3. ALTITUDE - IMPROPER - DUAL STUDENT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2081 9/15/82 3NM SE SCAPP00SE,OR A/C Reg. No. N7335F Time (Lcl) - 1348 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - CESSNA 172P	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 - 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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TROUTDALE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 254
SE LAND	Months Since - 6	Make/Model- 110
	Aircraft Type - C-172	Instrument- 67
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK & SEVERED POWER LINES STRUNG BETWEEN TWO 90-FOOT TOWERS LOCATED ABOUT 1500 FEET APART. THE POWER LINES WERE ABOUT 50 TO 60 FEET ABOVE THE WATER AT THE LOWEST POINT OF THE LINE SAG.

Brief of Accident (Continued)

File No. - 2081

9/15/82

3NM SE SCAPPOOSE,OR

A/C Reg. No. N7335F

Time (Lcl) - 1348 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. BUZZING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2005 9/21/82 GOVERNMENT CAMP,OR A/C Reg. No. N9605V Time (Lcl) - 1315 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire NONE

-----Aircraft Information-----

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALMABLE
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
BURNS,OR
Destination
EAGLE CREEK,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total - 3975	Last 24 Hrs - 2
Make/Model- 3775	Last 30 Days- 5
Instrument- 0	Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE POWER BECAME INTERMITTENT DURING CRUISE FLIGHT. A FORCE LANDING WAS ATTEMPTED ON A HIGHWAY. UPON TOUCHDOWN, THE AIRCRAFT SKIDDED OFF THE ROAD AND OVER AN EMBANKMENT. THE STATE POLICE ARRIVED AT THE ACCIDENT SITE SHORTLY AFTER THE MISHAP AND REPORTED THAT THERE WAS NO EVIDENCE OF FUEL ONBOARD THE AIRCRAFT OR SPILLED AROUND THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2005

9/21/82

GOVERNMENT CAMP,OR

A/C Reg. No. N9605V

Time (Lc1) - 1315 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2015 9/21/82 HILLSBORO,OR A/C Reg. No. N6377A Time (Lc1) - 1800 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 -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		PORTLAND-HILLSBORO
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6600/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 717
SE LAND	Months Since - 22	Make/Model- 3
	Aircraft Type - PA-28	Instrument- 111
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DUAL STUDENT WAS EXECUTING TOUCH AND GO LANDINGS. DURING THE TAKEOFF, AT AN ALTITUDE OF APPROXIMATELY 20 FT AGL, THE INSTRUCTOR REDUCED POWER SIMULATING AN ENGINE FAILURE. THE STUDENT PILOT MAINTAINED A NOSE HIGH ATTITUDE AND THE AIRCRAFT LANDED HARD ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 2015

9/21/82

HILLSBORO,OR

A/C Reg. No. N6377A

Time (Lcl) - 1800 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)
-

Occurrence #2 HARD LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 3. FLARE - IMPROPER - DUAL STUDENT
 4. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 2125 10/01/82 NEWBERG,OR A/C Reg. No. N15543 Time (Lcl) - 1655 PDT

-----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	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC		CHEHALEM
Wind Dir/Speed	- 170/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 26
Cloud Conditions(1st)	- 1000 FT SCATTERED	Type of Clearance	- 2300/ 60
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 272	Last 24 Hrs - 1
SE LAND	Months Since - 7	Make/Model - 13	Last 30 Days - 5
GLIDER	Aircraft Type - PA-28	Instrument - 11	Last 90 Days - 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT, THE PILOT MADE 3 LANDINGS ON A 2860 FT RUNWAY AT SPORTSMAN AIRPARK. HE THEN LANDED ON A 2300 FT TURF RUNWAY AT CHEHALEM AIRPORT IN LIGHT AND VARIABLE WIND CONDITIONS. WHILE LANDING AT CHEHALEM, THE AIRCRAFT ROLLED BEYOND THE DEPARTURE END OF THE RUNWAY, CROSSED A DITCH AND ROAD AND CAME TO REST IN A SECOND DITCH. THE PILOT REPORTED THAT THE BRAKE EFFECTIVENESS WAS QUESTIONABLE. HOWEVER, AN EXAMINATION OF THE RUNWAY REVEALED SCUF MARKS FROM THE PLANE'S MAIN WHEELS, BEGINNING ABOUT 150 FT FROM THE DEPARTURE END. THE OWNER OF A BRAKE REPAIR FACILITY STATED THAT THE MARKS INDICATED TO HIM THAT BOTH BRAKES WERE ACTIVATED AND LOCKED. THE RIGHT MAIN GEAR FAILED WHEN THE PLANE CROSSED THE FIRST DITCH. AT THAT LOCATION, A SPRAY PATTERN OF HYDRAULIC FLUID WAS FOUND WHICH WAS TYPICAL OF FLUID UNDER PRESSURE. AN EXAMINATION OF THE BRAKES REVEALED ONLY NORMAL WEAR.

Brief of Accident (Continued)

File No. - 2125

10/01/82

NEWBERG,OR

A/C Reg. No. N15543

Time (Lc1) - 1655 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2074 10/10/82 1/4NM S. OF PEORIA,OR A/C Reg. No. N57457 Time (Lcl) - 1000 PDT

-----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 0	0	1	0
Accident Occurred During -CLIMB					

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 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	JUNCTION CITY,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATC/Airspace	Runway Ident - N/A
Wind Dir/Speed- 360/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 0
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PASSENGER WERE ON A PLEASURE FLIGHT OVER THE WILLAMETTE RIVER. THE PASSENGER STATED THAT AFTER FOLLOWING THE RIVER THE AIRCRAFT BEGAN TO CLIMB AND TURN EAST. THERE WAS A SUDDEN JOLT AND THE PLANE BEGAN TO SPIN AND IMPACTED THE WATER.

Brief of Accident (Continued)

File No. - 2074

10/10/82

1/4NM S. OF PEORIA,OR

A/C Reg. No. N57457

Time (Lcl) - 1000 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - WATER,GLASSY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2100 10/23/82 HILLSBORO,OR A/C Reg. No. N16616 Time (Lcl) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						1

-----Aircraft Information-----

Make/Model - BRANTLY 305	Eng Make/Model - LYCOMING IVO-540-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 5	Rated Power - 305 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HILLSBORO,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 220	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - 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 - YES	Total - 137
	Months Since - 10	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - 109

Instrument Rating(s) - NONE

-----Narrative-----

THE TAIL SKID HIT THE GROUND HARD DURING LANDING. THIS CAUSED THE HELICOPTER TO BOUNCE, AND THE LEFT WHEEL CONTACTED THE GROUND CAUSING THE HELICOPTER TO TURN SIDEWAYS. THE MAIN ROTOR CONTACTED THE TAIL ROTOR, DESTROYING BOTH TAIL AND MAIN ROTOR BLADES.

Brief of Accident (Continued)

File No. - 2100

10/23/82

HILLSBORO,OR

A/C Reg. No. N16616

Time (Lc1) - 1400 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2122 10/24/82 MADRAS,OR A/C Reg. No. N312X Time (Lcl) - 1130 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - MAULE M-5-210C	Eng Make/Model - CONTINENTAL IO-360-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PRINEVILLE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MADRAS,OR	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 29
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 150
Cloud Conditions(1st) - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 20000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 4	Make/Model- 90
	Aircraft Type - M-5-210	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE MADE AN OFF-AIRPORT LANDING IN A GRASS FIELD THAT WAS SOFT AND WET. THE FIELD WAS SQUARE SHAPED AND MEASURED ABOUT 1500 FT ON EACH SIDE. WHILE LANDING TOWARD THE WEST, HE SAW THE END OF THE FIELD APPROACHING AND APPLIED HEAVY BRAKING TO REDUCE HIS SPEED. AT THAT TIME, THE AIRCRAFT NOSED OVER. THE PILOT REPORTED THAT THERE WAS NO WIND. ABOUT 28 MILES NORTH AT A WEATHER STATION, THE WIND WAS FROM 160 DEGREES.

Brief of Accident (Continued)

File No. - 2122

10/24/82

MADRAS,OR

A/C Reg. No. N312X

Time (Lcl) - 1130 PDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. TERRAIN CONDITION - SOFT
 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) 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. - 2164 11/10/82 27NE ROGUE RIVER,OR A/C Reg. No. N656ZM Time (Lc1) - 1545 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	2	0	0
0	2	0	0

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32-300

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3400

No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5

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 - BRFG RCVD, SOURCE UNK

Method - TELEPHONE

Completeness - FULL

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

EUGENE,OR

Destination

MEDFORD,OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5300

Make/Model- 75

Instrument- 630

Multi-Eng - 1800

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 9,500 FT THE ENG FAILED. THE ACFT IMPACTED A LARGE TREE WHILE MANEUVERING TO LAND ON A RURAL ROAD IN HEAVILY FORESTED MOUNTAINS. ENG EXAMINATION REVEALED THAT THE TOP OF THE CASE HAD A LARGE HOLE ON THE REAR PORTION. PUSHROD HOUSINGS WERE MISSING FROM #5 & #6 CYLINDERS. THE REAR CASE CONTAINED MASSIVE AMOUNTS OF METAL PIECES. THE MAJOR PORTION OF THE #5 CONROD WAS MISSING.

Brief of Accident (Continued)

File No. - 2164

11/10/82

27NE ROGUE RIVER,OR

A/C Reg. No. N656ZM

Time (Lcl) - 1545 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2055 7/04/82 CRAFTON, PA A/C Reg. No. N8259 Time (Lcl) - 2235 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries	None
ON-DEMAND AIR TAXI	SUBSTANTIAL		Serious	
Type of Operation -	Fire	Crew 0	Minor 0	3
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0
Accident Occurred During -CRUISE				

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA 316B	Eng Make/Model - TURBOMECA	ELT Installed/Activated - YES/NO
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4630	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 858 LBS THRUST	

-----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 - UNK/NR		Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 4.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Cloud Conditions(1st) - 10 FT	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 10 FT	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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, ATP, CFI	Current - YES	Total - 6396
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 735
		Last 30 Days- UNK/NR
		Instrument- 540
		Last 90 Days- 92
		Multi-Eng - 571
		Rotorcraft - 2991

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT HEARD A LOUD GRINDING NOISE AND FELT A VIBRATION EMANATING FROM THE REAR OF THE AIRCRAFT. IMMEDIATELY, THE NOSE YAWED TO THE LEFT AND THE ENGINE FAILED. THE PILOT ENTERED AUTORATION AND MADE A HARD LANDING. EXAMINATION OF THE ENGINE REVEALED THAT THE AFT BEARING SUPPORT HAD TWO BOLTS MISSING AND THE THIRD BOLT WAS SHEARED BUT STILL IN THE MOUNT HOLE. THIS ALLOWED THE AFT TURBINE SECTION TO COME IN CONTACT WITH THE TURBINE HOUSING. EXAMINATION OF THE FIRST STAGE AXIAL COMPRESSOR REVEALED BLADE NUMBER 4 TO HAVE A PIECE MISSING FROM THE ROOT SECTION. FOREIGN OBJECT DAMAGE WAS EVIDENT ON OTHER BLADES EXAMINED.

Brief of Accident (Continued)

File No. - 2055

7/04/82

CRAFTON,PA

A/C Reg. No. N8259

Time (Lcl) - 2235 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY, SHAFT BEARING - OTHER
 2. TURBINE ASSEMBLY, TURBINE WHEEL - LOOSE
 3. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2159 8/13/82 LANCASTER, PA A/C Reg. No. N2454F Time (Lc1) - 1210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38	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 - 3600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	Airport Data LANCASTER
Completeness - N/A		Runway Ident - 31
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4100/ 100
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(1st) - 5000 FT SCATTERED	Type Apch/Lndg - NONE	
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS MAKING TAKEOFFS & LANDINGS ON HIS FIRST SOLO FLT. DURING FINAL APPROACH THE TOWER INSTRUCTED THE PLT TO GO AROUND DUE TO SPACING BEHIND ANOTHER ACFT. THE PLT STATED HE APPLIED FULL POWER, RETRACTED FLAPS, CLIMBED OUT TO 800 FT & TURNED CROSSWIND. FROM THIS POINT WITNESSES REPORTED THAT THE ACFT BEGAN A DESCENDING LEFT TURN WHICH CONTINUED TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 2159

8/13/82

LANCASTER, PA

A/C Reg. No. N2454F

Time (Lc1) - 1210 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. FLIGHT CONTROLS - 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. - 2188 9/03/82 KRALLTOWN,PA A/C Reg. No. N4370X Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HARRISBURG,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		BERMUDIAN VALLEY
Wind Dir/Speed- 330/018 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1007
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 99
		Instrument- 179
		Multi-Eng - 93
		Last 30 Days- UNK/NR
		Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A POWER OFF APPROACH, THE AIRCRAFT BEGAN TO DROP WHEN IT WAS AT ABOUT 35 FT AGL ON FINAL APPROACH. THE INSTRUCTOR PILOT REPORTED THAT HE APPLIED FULL POWER, RETRACTED ONE NOTCH OF FLAPS AND TRIED TO GET THE AIRCRAFT TO CLIMB. HOWEVER, THE AIRCRAFT LANDED HARD, BOUNCED, THEN TOUCHED DOWN HARD AGAIN. DURING THE LANDING, THE PROPELLER, NOSE GEAR AND ENGINE MOUNTS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2188

9/03/82

KRALLTOWN, PA

A/C Reg. No. N4370X

Time (Lc1) - 1400 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2119 10/03/82 KUTZTOWN, PA A/C Reg. No. N2515H Time (Lc1) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS1-26
Landing Gear - N/A
Max Gross Wt - 575
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/005 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
KUTZTOWN

Runway Ident - 35
Runway Lth/Wid - 2500/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----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 - UNK/NR
Flight Time (Hours)

Total	- 5	Last 24 Hrs	- 1
Make/Model-	5	Last 30 Days-	0
Instrument-	0	Last 90 Days-	5

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT WHILE HE WAS LANDING THE GLIDER, HE OVERSHOT. SUBSEQUENTLY, THE GLIDER COLLIDED WITH A SIGNBOARD AND POLE.

Brief of Accident (Continued)

File No. - 2119

10/03/82

KUTZTOWN,PA

A/C Reg. No. N2515H

Time (Lc1) - 1640 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - OBJECT
 5. OBJECT - UTILITY POLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2111 10/03/82 BERNVILLE, PA A/C Reg. No. N3849M Time (Lcl) - 0730 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 -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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 - 310/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BERNVILLE
Runway Ident - 30
Runway Lth/Wid - 1500/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 74

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 612	Last 24 Hrs	- 0
Make/Model	- 612	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE PLANE CRASHED AFTER THE RIGHT WING TIP HIT THE TOP OF A TREE DURING LANDING. HE REPORTED THAT HE HAD FLOWN ONLY 2 HRS IN THE LAST 90 DAYS. HE NOTED THAT THIS WAS ONLY A 13 MINUTE FLIGHT. HE THOUGHT THAT HE WOULD HAVE BEEN MORE PROFICIENT DURING THE LANDING IF HE HAD FLOWN LONGER.

Brief of Accident (Continued)

File No. - 2111

10/03/82

BERNVILLE,PA

A/C Reg. No. N3849M

Time (Lc1) - 0730 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - 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. - 2112 10/09/82 MT. PLEASANT,PA A/C Reg. No. N63715 Time (Lcl) - 1335 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-325-D2J
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 - 070/004 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
PITTSBURG,PA
Destination
MT. PLEASANT,PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MT. PLEASANT/SCOTTDAL
Runway Ident - 14
Runway Lth/Wid - 2100/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 154 Last 24 Hrs - 7
Make/Model - 154 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PILOT MADE HIS LANDING APPROACH TOO HIGH AND TOO FAST. AFTER ROLLING AN UNDETERMINED DISTANCE, HE ELECTED TO GO-AROUND. ACCORDING TO THE PASSENGER, THE PILOT HAD STARTED A CLIMB WHEN HE BANKED THE AIRCRAFT AND RETRACTED THE FLAPS. REPORTEDLY, THE AIRCRAFT THEN SETTLED, TOUCHED DOWN ON THE WING TIP, AND SUBSEQUENTLY THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 2112

10/09/82

MT. PLEASANT, PA

A/C Reg. No. N63715

Time (Lc1) - 1335 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2088 8/29/82 CHARLESTON, SC A/C Reg. No. N99CB Time (Lc1) - 1525 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	2	1	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 265 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CONWAY, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHARLESTON, SC	Runway Ident - N/A
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - 2600 FT BROKEN	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1698
SE LAND, ME LAND	Months Since - 20	Make/Model- 94
	Aircraft Type - UNK/NR	Instrument- 180
		Multi-Eng - 220
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED CONWAY, ARKANSAS FOR A NON-STOP FLT TO CHARLESTON. APPROXIMATELY 4 TO 5 MILES FROM THE AIRPORT AT CHARLESTON, WITH THE RUNWAY IN SIGHT, THE ENGINE QUIT. THE ACFT STRUCK TREES DRG A FORCED LANDING ON A POWER LINE RIGHT-OF-WAY 2 MILES SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 2088

8/29/82

CHARLESTON, SC

A/C Reg. No. N99CB

Time (Lcl) - 1525 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - NOT MAINTAINED - 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)

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. - 2106 10/15/82 COPE, SC A/C Reg. No. N9080T Time (Lcl) - 1155 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		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 - TOMCAT MK68	Eng Make/Model - LYCOMING VO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - 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)
COMMERCIAL,CFI	Current - YES	Total - 8000
	Months Since - 10	Make/Model- 3000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 8000

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE STARTING HIS TAKEOFF FROM A TRAILER, THE PILOT FAILED TO INSURE THAT HIS HELPER HAD RELEASED THE RIGHT REAR TIEDOWN CHAIN. DURING LIFT-OFF, THE HELICOPTER RAISED THE TRAILER ABOUT 2 TO 3 FT BEFORE THE CHAIN. BROKE. SIMULTANEOUSLY, THE HELICOPTER WAS PULLED TO THE RIGHT AND REARWARD. THE PILOT STATED THERE WAS NO TIME TO MAKE A CORRECTION. THE HELICOPTER CRASHED ABOUT 4 TO 5 FT FROM THE TRAILER.

Brief of Accident (Continued)

File No. - 2106

10/15/82

COPE, SC

A/C Reg. No. N9080T

Time (Lcl) - 1155 EDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISC EQPT/FURNISHINGS - NOT REMOVED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - GROUND PERSONNEL
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2121 10/16/82 CAMDEN, SC A/C Reg. No. N4186S Time (Lcl) - 1030 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	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CHERAW, SC	
Method - N/A	Destination CAMDEN, SC	Airport Data WOODARD
Completeness - N/A		Runway Ident - 07
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 040/015 KTS	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - UNK/NR
Cloud Conditions(1st) - NONE	Type Apch/Lndg - NONE	
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - 2
	Aircraft Type - PT-17	Make/Model- 250
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 5
		Multi-Eng - 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, HE RECEIVED LANDING INFORMATION FROM THE UNICOM OPERATOR FOR RUNWAY 7. HE WAS ADVISED TO KEEP THE PATTERN TIGHT TO ACCOMMODATE HEAVY TRAFFIC AT THE AIRPORT. WHILE EXPEDITING TO GET OFF THE RUNWAY AFTER LANDING, HE REACHED TO RETRACT THE WING FLAPS AND INADVERTENTLY RETRACTED THE LANDING GEAR BEFORE THE WEIGHT OF THE AIRCRAFT WAS COMPLETELY SETTLED ON THE GEAR.

Brief of Accident (Continued)

File No. - 2121

10/16/82

CAMDEN, SC

A/C Reg. No. N4186S

Time (Lcl) - 1030 EDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2087 8/09/82 LAFAYETTE,TN A/C Reg. No. N5628L Time (Lcl) - 0750 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1465
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 - IMC

Wind Dir/Speed- 210/005 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 900 FT BROKEN

Cloud Conditions(2nd) - 1500 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OLNEY,IL

Destination

TITUSVILLE,FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 105 Last 24 Hrs - 1

Make/Model- 34 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED WHILE APPARENTLY TRYING TO LAND IN A FIELD DRG IFR CONDITIONS AFTER LOSS OF A TOP ENG COWLING. THE PLT HAD JUST MADE A MAY DAY TRANSMISSION THAT HE HAD LOST HIS COWLING. IT COULD NOT BE DETERMINED WHETHER THE COWLING WAS LOST BEFORE OR AFTER HE ENTERED INTO THE WEATHER. ACCORDING TO WITNESSES THE OVERCAST WAS 100 FT AND VISIBILITY LESS THAN 1/2 MILE IN FOG. THE WEATHER DATA CITED ABOVE WAS THE OFFICIAL WEATHER RECORDED AT BOWL GREEN, KY.

Brief of Accident (Continued)

File No. - 2087

8/09/82

LAFAYETTE, TN

A/C Reg. No. N5628L

Time (Lcl) - 0750 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - LOW CEILING
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

5. COOLING SYSTEM, COWLING - SEPARATION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. 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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2047 10/08/82 GALLATIN, TN A/C Reg. No. N5313K Time (Lcl) - 2251 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 1	0	1	0
Accident Occurred During - CRUISE					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - 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	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FAYETTEVILLE, TN	Runway Ident - N/A
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 5000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 152
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 172P, N5313K CRASHED INTO A DENSELY WOODED AREA DURING THE INITIAL PORTION OF CROSS-COUNTRY FLIGHT. THE PILOT AND HIS WIFE WERE KILLED BUT AN INFANT SON SURVIVED. WEATHER WAS NOT A FACTOR.

Brief of Accident (Continued)

File No. - 2047

10/08/82

GALLATIN, TN

A/C Reg. No. N5313K

Time (Lcl) - 2251 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2094 6/05/82 HOUSTON, TX A/C Reg. No. N36497 Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 55
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FOUND IN A RICE FIELD ON 6/5/82. NARCOTICS WERE FOUND IN THE ACFT ALONG WITH A LARGE QUANTITY OF MONEY ON THE PILOT'S BODY. THE ACFT HAD N38312 PAINTED ON THE SIDE. THE ACFT WAS STOLEN IN ATLANTA, GA IN OCTOBER OF 1981.

Brief of Accident (Continued)

File No. - 2094

6/05/82

HOUSTON, TX

A/C Reg. No. N36497

Time (Lc1) - 0700 CDT

Occurrence UNDETERMINED

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

2. STOLEN AIRCRAFT/UNAUTHORIZED USE

----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. - 2166 6/13/82 ALLEN, TX A/C Reg. No. N3971U Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
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 - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Cloud Conditions(1st) - 25000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 43

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NON-VALID MEDICAL

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-----

A WITNESS ATTENDING A HORSE SHOW OBSERVED THE ACFT FLY OVER THE FIELD AT LOW ALTITUDE IN A SLOW FLT & THAT SOMETHING WRAPPED IN PLASTIC WAS DROPPED FROM THE ACFT. THE ACFT WAS IN A NOSE HIGH ATTITUDE APPROACHING A STALL. THE ACFT THEN DISAPPEARED FROM HIS VIEW WHILE DESCENDING IN A NOSE HIGH ATTITUDE. THE OBJECT DROPPED WAS THE SUNDAY MORNING EDITION OF A DALLAS NEWSPAPER. THE PASSENGER WAS A DISTRICT MANAGER OF THE NEWSPAPER. THE PLT DID NOT POSSESS A PLT CERTIFICATE. HE HAD BEEN ISSUED A STUDENT PLT CERTIFICATE ON 3/8/79 WHICH EXPIRED 3/31/81.

Brief of Accident (Continued)

File No. - 2166

6/13/82

ALLEN, TX

A/C Reg. No. N3971U

Time (Lc1) - 1130 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. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2168

6/20/82

ROANOKE, TX

A/C Reg. No. N111CH

Time (Lcl) - 1420 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	1	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - VARIEZE

Landing Gear - UNK/NR

Max Gross Wt - 1050

No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/005 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROANOKE, TX

Destination

Airport Proximity
ON AIRPORT

Airport Data

AERO VALLEY

Runway Ident - 17

Runway Lth/Wid - 3500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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 - 330 Last 24 Hrs - UNK/NR

Make/Model- 77 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 73

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 5 MIN AFTER TAKEOFF, THE PILOT INITIATED A HIGH SPEED LOW PASS OVER THE AIRPORT. WHEN THE AIRCRAFT WAS ABOUT 1000 FT FROM THE AIRPORT AT ABOUT 100 FT AGL, THE RIGHT WINGLET SEPARATED. A WITNESS ESTIMATED THAT THE AIRCRAFT'S SPEED WAS ABOUT 200 MPH. SUBSEQUENTLY, THE PLANE ROLLED INVERTED AND CRASHED. AN EXAMINATION REVEALED THAT THE WINGLET WAS NOT INSTALLED IN ACCORDANCE TO THE DESIGNER'S PLANS. SPECIFICALLY, THE PLANS CALLED FOR AN 8-PLY FIBERGLASS BUILD-UP ON THE OUTSIDE RADIUS FROM THE LOWER WING TO THE OUTSIDE SURFACE OF THE WINGLET. FIBERGLASS BUILD-UP WAS NOT INCORPORATED. THE DESIGNER ESTIMATED THAT IT HAD LESS THAN 1/20 OF THE DESIGN STRENGTH. AT HIGH SPEED, WITH ZERO SIDE SLIP, THERE IS AN INWARD AERODYNAMIC (BENDING) LOAD ON THE WINGLET THAT IS EQUIVALENT TO A 15 DEG SIDE SLIP AT LOW SPEED. THIS WINGLET HAD FAILED INWARD. ALSO, A NUMBER OF OTHER DEVIATIONS FROM THE DESIGNERS PLANS WERE NOTED.

Brief of Accident (Continued)

File No. - 2168

6/20/82

ROANOKE, TX

A/C Reg. No. N111CH

Time (Lcl) - 1420 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. WING, WINGLET - FAILURE, TOTAL
 4. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
 5. WING, WINGLET - SEPARATION
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2173

6/25/82

HARDIN, TX

A/C Reg. No. N8354K

Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	0	1	0	0
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-MANEUVERING				

-----Aircraft Information-----

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P & W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
LIBERTY, TX
Destination

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Cloud Conditions(1st) - 10000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- DUST

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

Age - 44

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-----

THE PILOT REPORTED THAT HE STRUCK POWER LINES WHILE FLYING UNDER THEM DURING A SWATH RUN. ALSO, HE INDICATED THAT A THUNDERSTORM WAS RAPIDLY APPROACHING THE FIELD AT THE TIME THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2173

6/25/82

HARDIN, TX

A/C Reg. No. N8354K

Time (Lc1) - 1400 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM

-----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. - 2059 7/01/82 CLARKSVILLE, TX A/C Reg. No. N4437S Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	NONE				
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious
Accident Occurred During	-MANEUVERING		Other	0	Minor
				1	None

-----Aircraft Information-----

Make/Model	- AIR TRACTOR 301	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 220/005 KTS	- N/A
Visibility	- 15.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- NONE	- N/A
Cloud Conditions(2nd)	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
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	- 1338
SE LAND	Months Since - 8	Make/Model	- 43
	Aircraft Type - UNK/NR	Instrument	- 61
		Multi-Eng	- 4
		Last 24 Hrs	- 5
		Last 30 Days	- UNK/NR
		Last 90 Days	- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE BRIEFED THE TWO FLAGMEN ABOUT MOVING TO NEXT ROW AS SOON AS THE AIRCRAFT WAS LINED UP ON THE SWATH RUN. BOTH FLAGMEN MOVED PROPERLY UNTIL ON THE FATAL PASS ONE FLAGMAN DID NOT MOVE AND THE AIRCRAFT STRUCK HIM. THE FLAGMAN STRUCK BY THE AIRCRAFT DID NOT HAVE PRIOR EXPERIENCE AS A FLAGMAN.

Brief of Accident (Continued)

File No. - 2059

7/01/82

CLARKSVILLE, TX

A/C Reg. No. N4437S

Time (Lc1) - 1215 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - OTHER PERSON
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL
 3. VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL
-

----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. - 2061

7/03/82

KATY, TX

A/C Reg. No. N273AS

Time (Lc1) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Pass	0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BLANIK L-13
Landing Gear - N/A
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HARLICAN
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 Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 31

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	455	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR		Last 30 Days- UNK/NR
Instrument-	17		Last 90 Days- UNK/NR
Multi-Eng -	12		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RENTED THE GLIDER AFTER A FLIGHT CHECK-OUT WAS COMPLETED AND WAS GIVEN AN AERIAL TOW TO AN ALTITUDE OF APPROXIMATELY 2000 FEET. ACCORDING TO THE PASSENGER, THE PILOT BECAME DISORIENTED AND LOST SIGHT OF THE AIRPORT. UNABLE TO FIND ANY LIFTING CURRENTS, THE PILOT WAS FORCED TO TRY AN OFF AIRPORT LANDNG. DURING THE APPROACH TO A PASTURE, THE PILOT NOTICED POWERLINES AND ATTEMPTED TO TURN AWAY. THE AIRCRAFT STRUCK THE GROUND IN A STEEP NOSE LOW ALTITUDE.

Brief of Accident (Continued)

File No. - 2061

7/03/82

KATY, TX

A/C Reg. No. N273AS

Time (Lcl) - 1745 CDT

Occurrence #1 FORCED LANDING
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2050

7/10/82

SAN ANTONIO, TX

A/C Reg. No. N2861A

Time (Lcl) - 1105 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

1

3

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 180

Eng Make/Model - CONTINENTAL D-470

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL 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 - 265 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS

Visibility - 10.0 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

Airport Proximity

ON AIRPORT

Airport Data

WESTSIDE

Runway Ident - 11

Runway Lth/Wid - 3000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 909

Make/Model- 807

Instrument- 76

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 STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT BOUNCED AND MADE A SECOND TOUCHDOWN APPROXIMATELY 200 FEET BEYOND THE FIRST. CORRECTIVE ACTION WAS ATTEMPTED BUT THE LEFT WING CONTACTED THE GROUND AND THE AIRCRAFT NOSED OVER. THE WIND WAS REPORTED TO BE FROM 180 DEGREES AT 8 KNOTS WITH UNKNOWN GUST INTENSITIES.

Brief of Accident (Continued)

File No. - 2050

7/10/82

SAN ANTONIO, TX

A/C Reg. No. N2861A

Time (Lc1) - 1105 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2058

7/10/82

EDMONSON, TX

A/C Reg. No. N4979Y

Time (Lcl) - 1500 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

1

0

0

0

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER PA-25

Eng Make/Model - LYCOMING O-540

ELT Installed/Activated - NO.-N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/005 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

PLAINVIEW, TX

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

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 - 26000

Make/Model- 6000

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN SPRAYING THE FIELD FOR ABOUT 1 HR AND WAS ON THE LAST PASS. THE OWNER/FLAGGER STATED THAT HE HAD WARNED THE PILOT (BY USING A TWO WAY RADIO) TO WATCH OUT FOR A STANDPIPE AND RADIO ANTENNA, AND THE PILOT ACKNOWLEDGED. HE REPORTED THE PLANE WAS ON ITS LAST PASS AND APPEARED TO BE HIGH ENOUGH TO CLEAR THE ANTENNA. IN THE VICINITY OF THE ANTENNA, HE OBSERVED THE PLANE PULL UP STEEPLY, ROLL TO THE RIGHT, THEN GO DOWN AND IMPACT THE GROUND. AN INVESTIGATION REVEALED THAT THE PLANE CRASHED ABOUT 125 FT BEYOND A FIBERGLASS WHIP ANTENNA. THE ANTENNA WAS ABOUT 1 INCH IN DIAMETER AT ITS BASE AND TAPERED TO VERY THIN AT THE TOP, ABOUT 75 TO 85 FT AGL. ABOUT 12 FT HAD SEPARATED FROM THE TOP OF THE ANTENNA. AFTER IMPACTING THE GROUND, THE PLANE BURNED AND WAS DEMOLISHED. NO PREIMPACT MALFUNCTION OR FAILURES WERE FOUND. THE PILOT DIED ABOUT 10 MIN AFTER BEING REMOVED FROM THE BURNING PLANE.

Brief of Accident (Continued)

File No. - 2058

7/10/82

EDMONSON, TX

A/C Reg. No. N4979Y

Time (Lcl) - 1500 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - OBJECT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2068 7/16/82 MARLIN, TX A/C Reg. No. N8760D Time (Lcl) - 2200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	Itinerary Last Departure Point SAME AS ACC/INC Destination WACO, TX ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data MARLIN Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - GRASS/TURF Runway Status - DRY
--	--	--

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 32 Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 93 Make/Model- 93 Instrument- UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 51
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER TAKEOFF, AT AN ALTITUDE OF APPROXIMATELY 200 FEET AGL, THE ENGINE QUIT. WHILE ATTEMPTING TO MAKE A LEFT TURN THE AIRCRAFT LOST AIRSPEED AND ALTITUDE AND COLLIDED WITH TREES. EXAMINATION OF THE WRECKAGE AT THE ACCIDENT SITE REVEALED NO EVIDENCE OF FUEL. THE AIRCRAFT FUEL GAGES WERE PLACARDED "NO TAKEOFFS PERMITTED WHEN TANKS LESS THAN 1/3 FULL". THE PILOT STATED THAT HE DID NOT LOOK IN THE FUEL TANKS AND THE FUEL GAGES READ LESS THAN 1/3 FULL.

Brief of Accident (Continued)

File No. - 2068

7/16/82

MARLIN, TX

A/C Reg. No. N8760D

Time (Lc1) - 2200 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. OBJECT - TREE(S)
 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2057 7/21/82 STANFORD, TX A/C Reg. No. N731AK Time (Lcl) - 0744 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 280 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 14780 Last 24 Hrs - UNK/NR
Make/Model- 1200 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD COMPLETED SPRAYING APPROXIMATELY 75 PERCENT OF A 76 ACRE FIELD. WITNESSES STATED THAT THE AIRCRAFT COLLIDED WITH THE LOWER OF TWO POWERLINES. THE AIRCRAFT WAS OBSERVED TO CLEAR THE HIGHER OF THE TWO POWER LINES BUT HOOK THE LOWER SET OF WIRES WITH THE LANDING GEAR. IT THEN ROLLED TO AN INVERTED POSITION BEFORE STRIKING THE GROUND.

Brief of Accident (Continued)

File No. - 2057

7/21/82

STANFORD, TX

A/C Reg. No. N731AK

Time (Lcl) - 0744 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION (MARKED)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2082 7/31/82 PORT ARANSAS, TX A/C Reg. No. N6631D Time (Lcl) - 1320 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	1	1	0	0

-----Aircraft Information-----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-M4K
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- 180/014 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORPUS CHRISTI, TX
Destination
PORT ARANSAS, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MUSTANG BEACH
Runway Ident - 12
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 180
Make/Model- 56
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT ON A HIGH FINAL APPROACH TO RWY 12 WHEN A GO-AROUND WAS INITIATED OVER THE RWY AT APPROXIMATELY 150 TO 200 FT AGL. THE ACFT STARTED A STEEP BANKED RIGHT TURN TO A DOWNWIND POSITION. THE BANK CONTINUED AND THE ACFT DESCENDED RAPIDLY TO THE GROUND.

Brief of Accident (Continued)

File No. - 2082

7/31/82

PORT ARANSAS, TX

A/C Reg. No. N6631D

Time (Lcl) - 1320 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - INITIATED - PILOT IN COMMAND
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 7. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2189 8/12/82 CORPUS CHRISTI, TX A/C Reg. No. N37M Time (Lcl) - 1744 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -EXECUTIVE	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH E18S	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 10	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LAFAYETTE, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CORPUS CHRISTI, TX	CORPUS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 10000
SE LAND, SE SEA, ME LAND, ME SEA	Months Since - 9	Make/Model- 5000
GLIDER	Aircraft Type - UNK/NR	Instrument- 1500
		Multi-Eng - 5000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING ROLL-OUT, THE AIRCRAFT SWERVED AFTER IT HAD TRAVELED SOME 1500 TO 1700 FT DOWN THE RUNWAY. DURING THE ACCIDENT, THE NOSE GEAR FAILED AND THE BOTTOM OF THE AIRCRAFT WAS DAMAGED FROM THE FORWARD SPAR TO THE NOSE. ALSO, BOTH PROPELLERS WERE DAMAGED. THE PILOT BELIEVED THAT EITHER THE LEFT BRAKE OR THE NOSEWHEEL HAD TURNED THE PLANE OFF THE RUNWAY. AN INSPECTION AND OPERATIONAL CHECK OF THE LEFT BRAKE REVEALED NO DISCREPANCIES. DUE TO IMPACT DAMAGE, NO DETERMINATION COULD BE MADE CONCERNING THE OPERATION OF THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2189

8/12/82

CORPUS CHRISTI, TX

A/C Reg. No. N37M

Time (Lc1) - 1744 CDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2056 8/28/82 FRIENDSWOOD, TX A/C Reg. No. N150WM Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		NONE		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	-STANDING			Other	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC		POLLY RANCH
Wind Dir/Speed	- 170/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 11
Cloud Conditions(1st)	- 6500 FT SCATTERED	Type of Clearance	- 2900/ 100
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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 - YES	Total	- 2903
SE LAND, ME LAND	Months Since - 17	Make/Model	- 453
	Aircraft Type - UNK/NR	Instrument	- 352
		Multi-Eng	- 1071
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF N150WM WAS GIVING FREE RIDES TO GUESTS. HE TAXIED TO THE ACTIVE RUNWAY AFTER A LANDING AND DISCHARGED A PASSENGER. A FEMALE PASSENGER WALKED OUT TO THE AIRPLANE TO GET IN BUT DUE TO THE FACT SHE HAD PREVIOUSLY RODE, THE PILOT ASKED HER TO LET SOMEONE ELSE RIDE. THE PASSENGER CLOSED THE CABIN DOOR AND WALKED INTO THE PROPELLER.

Brief of Accident (Continued)

File No. - 2056

8/28/82

FRIENDSWOOD, TX

A/C Reg. No. N150WM

Time (Lcl) - 1630 CDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
2. JUDGEMENT - POOR - PASSENGER
3. UNSAFE/HAZARDOUS CONDITION - DISREGARDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2021 9/18/82 HOUSTON, TX A/C Reg. No. N601Q Time (Lc1) - 0700 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	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - BEECHCRAFT K35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
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- UNK/NR
Visibility - 6.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
HOUSTON, TX
Destination
KERRVILLE, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BEAMAN AIRPARK
Runway Ident - 17
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, SE SEA

GLIDER

Age - 64

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6109	Last 24 Hrs	- 0
Make/Model-	1954	Last 30 Days-	UNK/NR
Instrument-	334	Last 90 Days-	15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STATED THAT HE LIFTED THE NOSE OFF THE RUNWAY TOO SOON AND THE AIRCRAFT BECAME AIRBORNE BUT WOULD NOT CLIMB OR ACCELERATE. THE AIRCRAFT DRIFTED TO THE LEFT AND COLLIDED WITH A CANAL DIRT BANK.

Brief of Accident (Continued)

File No. - 2021

9/18/82

HOUSTON, TX

A/C Reg. No. N601Q

Time (Lc1) - 0700 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2020

9/24/82

BRACKETVILLE, TX

A/C Reg. No. N8744V

Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	1

Type of Operation - PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC

Eng Make/Model - LYCOMING O-320-A2D

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 - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000 Last 24 Hrs - 3

Make/Model- 100 Last 30 Days- UNK/NR

Instrument- 1500 Last 90 Days- 50

Multi-Eng - 900

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT WHILE FLYING LOW OVER A RANCH LOOKING FOR LOST COWS, HE FLEW INTO HIGH POWERLINES. HE ALSO STATED THAT HE WAS AWARE THAT THE POWERLINES WERE IN THE AREA.

Brief of Accident (Continued)

File No. - 2020

9/24/82

BRACKETVILLE, TX

A/C Reg. No. N8744V

Time (Lcl) - 1330 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION(MARKED)
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2099 10/03/82 SUGARLAND,TX A/C Reg. No. N4845J Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----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/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- 140/014 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LA PORTE,TX
Destination
SUGARLAND,TX

Airport Proximity
ON AIRPORT

Airport Data

HULL FIELD
Runway Ident - 17
Runway Lth/Wid - 3260/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	95
Make/Model-	19
Instrument-	11
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

AFTER OVERSHOOTING HIS FIRST APPROACH, THE PLT TOUCHED DOWN AT MIDFIELD & RAN OFF THE END OF THE RWY INTO A DITCH.

Brief of Accident (Continued)

File No. - 2099

10/03/82

SUGARLAND, TX

A/C Reg. No. N4845J

Time (Lcl) - 1300 CDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - NOT SELECTED - PILOT IN COMMAND
4. GO-AROUND - NOT SELECTED - 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. - 2098 10/09/82 FORT WORTH, TX A/C Reg. No. N89023 Time (Lcl) - 1838 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	0	0	1	0
Accident Occurred During	-TAKEOFF	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		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		MEACHAM
Wind Dir/Speed	- 300/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 34
Cloud Conditions(1st)	- 6000 FT SCATTERED	Type of Clearance	- 2800/ 80
Cloud Conditions(2nd)	- 10000 FT SCATTERED	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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)	
STUDENT	Current - N/A	Total - 17	Last 24 Hrs - UNK/NR
SE LAND	Months Since - N/A	Make/Model - 17	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 17

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH & GO LANDINGS THE STUDENT PLT LOST DIRECTIONAL CONTROL, RAN OFF THE SIDE OF THE RWY INTO A DITCH COLLAPSING THE NOSE GEAR & TURNING OVER.

Brief of Accident (Continued)

File No. - 2098

10/09/82

FORT WORTH, TX

A/C Reg. No. N89023

Time (Lc1) - 1838 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2123 10/11/82 SAN ANTONIO, TX A/C Reg. No. N6599C Time (Lcl) - 1147 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 414A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6350
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 040/015 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 3200 FT BROKEN
Cloud Conditions(2nd) - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAREDO, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

SAN ANTONIO INTER
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
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 - 10600 Last 24 Hrs - 1
Make/Model- 2004 Last 30 Days- UNK/NR
Instrument- 2050 Last 90 Days- 50
Multi-Eng - 4140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE PILOT WAS UNABLE TO GET AN UP-AND-LOCKED INDICATION AFTER ATTEMPTING TO RETRACT THE LANDING GEAR. HE EXTENDED THE GEAR AND GOT A SAFE INDICATION (DOWN-AND-LOCKED). HE RETURNED TO THE AIRPORT AND LANDED. WHILE TAXIING OFF THE RUNWAY, THE LEFT MAIN GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE LEFT MAIN LANDING GEAR, DOWN LOCK ASSEMBLY WAS DEFECTIVE.

Brief of Accident (Continued)

File No. - 2123

10/11/82

SAN ANTONIO, TX

A/C Reg. No. N6599C

Time (Lcl) - 1147 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, PARTIAL
-

-----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. - 2124

10/16/82

HOUSTON, TX

A/C Reg. No. N3SW

Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - VOLKSPLANE VP-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - VOLKSWAGON
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - 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- 090/005 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEGMAN AIRPARK, TX
Destination
WOLF AIRPARK, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	72	Last 24 Hrs -	1
Make/Model-	1		Last 30 Days-	UNK/NR
Instrument-	4		Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF, THE PILOT FLEW BACK BY THE AIRPORT AND THEN BEGAN TO CLIMB AGAIN. WHILE CLIMBING THROUGH ABOUT 700 FT, THE ENGINE LOST POWER. THE PILOT WAS UNABLE TO REACH THE AIRPORT. DURING A LANDING, HE CLEARED OVER AN AREA WITH TREES BUT STRUCK A POWER LINE AND CRASHED. HE REPORTED THAT HE HAD JUST INSTALLED A PRIMER WITHOUT A LOCKING DEVICE. REPORTEDLY, THE PRIMER OPENED DURING FLIGHT AND FLOODED THE ENGINE. THIS WAS THE PILOT'S FIRST FLIGHT IN THIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 2124

10/16/82

HOUSTON, TX

A/C Reg. No. N3SW

Time (Lc1) - 1145 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM, PRIMER SYSTEM - LOOSE
 2. FUEL SYSTEM, PRIMER SYSTEM - OPEN
 3. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
-

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)

4. OBJECT - WIRE, TRANSMISSION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2045 9/22/82 HUNTINGTON,UT A/C Reg. No. N6093E Time (Lcl) - 1600 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA A185
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 - 280 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/015 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
GRAND JUNCTION,CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

EAST MT., UT
Runway Ident - 30
Runway Lth/Wid - 3000/ 100
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6421
Make/Model- 4700
Instrument- 53
Multi-Eng - 19
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 131

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT STRUCK TREES WITH THE LEFT WING AFTER TAKEOFF. THE PILOT STATED THAT HE EXPERIENCED A DOWNDRAFT AND THAT HE WAS UNABLE TO RECOVER ALTITUDE THAT WAS SUFFICIENT TO CLEAR THE TREES. THE WIND WAS REPORTED TO BE FROM 270 DEGREES AT 10 KNOTS, GUSTING TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 2045

9/22/82

HUNTINGTON, UT

A/C Reg. No. N6093E

Time (Lc1) - 1600 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. OBJECT - TREE(S)
 4. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2147 10/12/82 BLANDING,UT A/C Reg. No. N5316V Time (Lc1) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
DESTROYED				
Fire	0	0	0	1
ON GROUND	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - HILLER UH-12C

Landing Gear - SKID

Max Gross Wt - 2500

No. of Seats - 4

Eng Make/Model - FRANKLIN 6VS-335-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 210 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- 340/014 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

BLANDING CITY MUNICIPAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,STUDENT

SE LAND

HELICOPTER

Age - 33

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 376

Make/Model- 14

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 30

Rotorcraft - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE SINGLE-ENGINE PILOT HAD A STUDENT HELICOPTER CERTIFICATE. HE TOOK OFF TO HOVER AND CHECK THAT THE HELICOPTER WAS IN GOOD CONDITION. HE STATED THAT BEFORE TAKEOFF, THE HELICOPTER WAS FUELED WITH A 5 GALLON CAN THAT HAD BEEN PAINTED RED. BEFORE REFUELING, HE RINSED THE CAN AND THEN USED A SPOUT STRAINER TO ADD ABOUT 10 GALLONS OF FUEL. AFTER WARMING THE ENGINE AND TAKING OFF, THE HELICOPTER FLEW ABOUT 50 SECONDS AND THEN THE ENGINE COUGHED AND LOST POWER. AN AUTOROTATION WAS INITIATED FROM ABOUT 50 FT AND 35 MPH. SUBSEQUENTLY, THE HELICOPTER LANDED HARD, THE ROTOR BLADES FLEXED DOWNWARD AND SEVERED THE TAIL BOOM, A FUEL TANK RUPTURED AND THE HELICOPTER BURNED. DISASSEMBLY OF THE CARBURETOR REVEALED THAT THE MAIN JET WAS BLOCKED. PARTICLES OF RED PAINT (THAT MATCHED THE PAINT ON THE FUEL CAN) WERE FOUND NEAR THE BLOCKAGE. ALSO, THE HELICOPTER HAD LITTLE OR NO USE IN RECENT YEARS. REPORTEDLY, RESIDUAL GUM MAY HAVE ACCUMULATED DURING THE YEARS AND/OR THE FUEL MAY HAVE GUMMED THE RED PAINT.

Brief of Accident (Continued)

File No. - 2147

10/12/82

BLANDING,UT

A/C Reg. No. N5316V

Time (Lcl) - 1130 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----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. - 2049 9/19/82 FRANKLIN,VA A/C Reg. No. N7698R Time (Lcl) - 0405 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH B-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
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- 360/011 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 7500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
NORFOLK,VA
Destination
EMPORIA,VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 21
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 30	Last 24 Hrs	- UNK/NR
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N7698R CRASHED WHILE ON FINAL APPROACH, APPROXIMATELY ONE HALF MILE EAST OF FRANKLIN AIRPORT. THE FATHER OF THE PILOT STATED THAT THE AIRCRAFT HAD BEEN TAKEN WITHOUT PERMISSION. THE PILOT HOLDS AN EXPIRED STUDENT PILOT CERTIFICATE. IN ADDITION, THE PILOT WAS UNDER TREATMENT FOR A MEDICAL CONDITION.

Brief of Accident (Continued)

File No. - 2049

9/19/82

FRANKLIN, VA

A/C Reg. No. N7698R

Time (Lc1) - 0405 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, 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) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2174

9/23/82

TAZEWELL, VA

A/C Reg. No. N12JR

Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -AIR SHOW/RACING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GLASFLUGEL MOSQUITO

Landing Gear - N/A

Max Gross Wt - 992

No. of Seats - 1

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEWCASTLE, VA

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 56

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

Make/Model- 380

Instrument- UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER PILOT WAS PARTICIPATING IN A CROSS-COUNTRY CONTEST. AS HE WAS PASSING ONE OF THE TURN POINTS, HE MANEUVERED TO PHOTOGRAPH THE POSITION. DURING THIS TIME, HE WENT TOO LOW AND WAS FORCED INTO MAKING AN EMERGENCY LANDING. WHILE MANEUVERING TO LAND, HE ENCOUNTERED A DOWNDRAFT. THE GLIDER WAS DAMAGED DURING A LANDING SHORT OF THE INTENDED TOUCHDOWN AREA.

Brief of Accident (Continued)

File No. - 2174

9/23/82

TAZEWELL, VA

A/C Reg. No. N12JR

Time (Lcl) - 1515 EDT

Occurrence #1 FORCED LANDING
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WEATHER CONDITION - DOWNDRAFT

----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. - 2062

7/11/82

SPRINGDALE,WA

A/C Reg. No. N9255Z

Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - LARK (I.C.A.) IS28B2
Landing Gear - N/A
Max Gross Wt - 727
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
COLVILLE, TX
Destination

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- UNK/NR
Visibility - 60.0 SM
Cloud Conditions(1st) - 8500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Data

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)

Age - 36
Biennial Flight Review

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Current	- NO	Total	- 238	Last 24 Hrs	- 8
Months Since	- UNK/NR	Make/Model-	76	Last 30 Days-	UNK/NR
Aircraft Type	- UNK/NR	Instrument-	4	Last 90 Days-	51

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RECEIVED AN AERIAL TOW TO 5000 FEET AND WAS ABLE TO FIND LIFTING CURRENTS FOR APPROXIMATELY 1.5 HOURS. UNABLE TO OBTAIN ADEQUATE LIFT THE PILOT DECIDED TO ATTEMPT AN OFF AIRPORT LANDING ON A DIRT ROAD CROSSING A WHEAT FIELD. AT AN ALTITUDE OF APPROXIMATELY 10 FEET THE NOSE OF THE AIRCRAFT PITCHED DOWN, ROLLED TO THE RIGHT AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2062

7/11/82

SPRINGDALE,WA

A/C Reg. No. N9255Z

Time (Lcl) - 1430 PST

Occurrence #1 FORCED LANDING
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3
Phase of Operation

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) 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. - 2006 9/02/82 OMAK,WA A/C Reg. No. N738XN Time (Lcl) - 1130 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- CESSNA TR182	Eng Make/Model	- LYCOMING O-540-L3C5D	ELT Installed/Activated	- YES/NO
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	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 025/004 KTS	OMAK	
Visibility	- 30.0 SM	Runway Ident	- 35
Cloud Conditions(1st)	- 10000 FT SCATTERED	Runway Lth/Wid	- 4650/ 150
Cloud Conditions(2nd)	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 271	Last 24 Hrs - 1
SE LAND	Months Since - 9	Make/Model - 4	Last 30 Days - 4
	Aircraft Type - CESSNA	Instrument - 52	Last 90 Days - 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT BOUNCED AFTER TOUCHDOWN. AFTER TOUCHING DOWN A SECOND TIME THE AIRCRAFT SWERVED TO THE LEFT AND DEPARTED THE RUNWAY HARD SURFACE. THE PILOT ADDED POWER AND ATTEMPTED TO GO-AROUND, BECAME AIRBORNE AND STRUCK RISING TERRAIN. THE WIND WAS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 2006

9/02/82

OMAK,WA

A/C Reg. No. N738XN

Time (Lcl) - 1130 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
6. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2003 9/25/82 HARRINGTON, WA A/C Reg. No. N123DT Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- TANKE GOLDWING	Eng Make/Model	- CUYUNA ULD 430	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 30 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC		Runway Ident
Wind Dir/Speed	- 250/006 KTS	ATC/Airspace	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 4500 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- 12000 FT BROKEN	Type Apch/Lndg	- VISUAL FULL CIRCUIT
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 484	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 17	Make/Model - 49	Last 30 Days - 8
	Aircraft Type - PA28140	Instrument - 106	Last 90 Days - 40
		Multi-Eng - 26	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A LOCAL PLEASURE FLIGHT, THE PILOT RETURNED TO A FARM STRIP FOR LANDING. DUE TO A WINDSHIFT, THE PILOT ATTEMPTED A LANDING 90 DEGREES FROM THAT OF THE TAKEOFF. THE AIRCRAFT STRUCK POWERLINES WHILE ON THE APPROACH.

Brief of Accident (Continued)

File No. - 2003

9/25/82

HARRINGTON,WA

A/C Reg. No. N123DT

Time (Lc1) - 1700 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2103 10/01/82 MATTAWA,WA A/C Reg. No. N57608 Time (Lcl) - 1330 PDT

-----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-36	Eng Make/Model - LYCOMING IO-720-A1B	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 4400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO	
No. of Seats - 1	Rated Power - 400 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROYAL CITY,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	
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)
COMMERCIAL,ATP,CFI	Current - YES	Total - 7465
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - PA-38	Make/Model- 350
		Instrument- 415
		Multi-Eng - 1590
		Last 30 Days- 75
		Last 90 Days- 255

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON A FARM ROAD TO PICK UP SEED, THE LEFT MAIN GEAR ENCOUNTERED A SOFT AREA ON THE LEFT SIDE OF THE ROADWAY. THE AIRCRAFT BEGAN DRIFTING TO THE LEFT AND WOULD NOT RESPOND TO THE USE OF RIGHT RUDDER AND BRAKE. IT TRAVERSED A RECENTLY-FILLED DITCH. AS THE RIGHT GEAR ENCOUNTERED THE SOFT SURFACE, IT COLLAPSED.

Brief of Accident (Continued)

File No. - 2103

10/01/82

MATTAWA,WA

A/C Reg. No. N57608

Time (Lc1) - 1330 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----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. - 2101 10/08/82 FRIDAY HARBOR,WA A/C Reg. No. N3053C Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH J35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 5	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	WALLA WALLA,WA	FRIDAY HARBOR
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2235/ 50
Cloud Conditions(1st) - 6000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3364
SE LAND,SE SEA	Months Since - 18	Make/Model- 1600
	Aircraft Type - BE-35	Instrument- 308
GLIDER		Last 24 Hrs - 0
		Last 30 Days- 2
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE TAKEOFF ROLL, THE ENGINE WAS SLOW TO ACCELERATE, AND JUST PRIOR TO ROTATION, IT COUGHED AND SPUTTERED. THE TAKEOFF WAS ABANDONED, BUT THE PILOT WAS UNABLE TO STOP THE AIRCRAFT ON THE REMAINING RUNWAY. THE AIRCRAFT PENETRATED THE PERIMETER FENCE AND CAME TO REST IN A POND. AN EXAMINATION OF THE AIRCRAFT REVEALED NO EVIDENCE OF FUEL CONTAMINATION OR MECHANICAL FAILURE. HOWEVER, THE FUEL SELECTOR WAS FOUND TO BE SLIGHTLY MIS-POSITIONED TO WHERE IT WOULD RESTRICT FUEL FLOW. THE PILOT STATED THAT THE RIGHT BRAKE FAILED WHILE HE WAS ABORTING.

Brief of Accident (Continued)

File No. - 2101

10/08/82

FRIDAY HARBOR, WA

A/C Reg. No. N3053C

Time (Lc1) - 1430 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 4. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2105 10/11/82 SEATTLE,WA A/C Reg. No. N5894C Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KENT,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BOEING FIELD
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 - 33
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 863	Last 24 Hrs -	2
Make/Model-	19	Last 30 Days-	9
Instrument-	90	Last 90 Days-	33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE HAND PROPPING TO START, THE ENGINE WENT TO FULL POWER. THE PILOT GAINED ACCESS TO THE CONTROLS AS THE AIRCRAFT BEGAN TO MOVE AGAINST THE LOCKED BRAKES. HOWEVER, HE WAS UNABLE TO STOP THE PLANE BEFORE IT HIT A BEECH 58P, N3664G. THE PILOT REPORTED THAT HE HAD INADVERTENTLY LEFT THE THROTTLE OPEN WHILE HE WAS CLEARING THE ENGINE DURING THE START. ALSO, HE FORGOT TO PRESS THE BUTTON ON THE THROTTLE CONTROL WHILE ATTEMPTING TO REDUCE THE POWER AFTER THE ENGINE HAD STARTED. MOST OF HIS FLYING TIME HAD BEEN IN AIRCRAFT THAT HAD A DIFFERENT TYPE OF THROTTLE.

Brief of Accident (Continued)

File No. - 2105

10/11/82

SEATTLE,WA

A/C Reg. No. N5894C

Time (Lcl) - 1600 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,HABIT INTERFERENCE - PILOT IN COMMAND
6. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2108 10/13/82 BELLEVUE,WA A/C Reg. No. N6GD Time (Lcl) - 1415 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Crew
NONE

-----Aircraft Information-----

Make/Model - CESSNA 340
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5975
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 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- 300/015 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
BELLEVUE,WA
Destination
SEATTLE,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BELLEVUE AIRFIELD
Runway Ident - 02
Runway Lth/Wid - 2325/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-340

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	5000	Last 24 Hrs	-	0
Make/Model	-	2000	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	53
Multi-Eng	-	3000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE RIGHT ENGINE LOST POWER AT OR SHORTLY AFTER ROTATION FOR TAKEOFF. REPORTEDLY, THERE WAS INSUFFICIENT ROOM TO STOP ON THE RUNWAY WITH A HOUSE NEAR THE END. HE OPTED TO CONTINUE THE TAKEOFF AND FLY TO A SAFE LANDING AREA. HE STATED THAT HE FEATHERED THE RIGHT PROPELLER AND STARTED THE GEAR UP, BUT WAS UNABLE TO EITHER CLIMB OR MAINTAIN HIS AIRSPEED. THE SPEED DETERIORATED TO VMC OR BELOW AND REQUIRED A DESCENT TO JUST ABOVE THE WATER LEVEL OF A LAKE. DURING THIS TIME THE LEFT ENGINE POWER WAS REDUCED TO PREVENT A ROLL TO THE RIGHT. THE PLANE CONTINUED ACROSS THE LAKE FOR ABOUT 1 MILE. WITH THE FAR SHORE AND HIGHER TERRAIN APPROACHING, THE PILOT DITCHED THE PLANE, AND ABOUT 5 MINUTES LATER, IT SANK IN ABOUT 85 FT OF WATER. THE PLANE WAS RECOVER AND THE RIGHT ENGINE WAS STARTED AND AFTER IT WAS CLEANED AND A NEW STARTER VIBRATOR WAS INSTALLED. THE ENGINE WAS OPERATED TO THE RATED RPM. NO PREIMPACT MALFUNCTION WAS VERIFIED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2108

10/13/82

BELLEVUE,WA

A/C Reg. No. N6GD

Time (Lc1) - 1415 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
5. OBJECT - RESIDENCE
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. VMC - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2196 11/01/82 RITZVILLE,WA A/C Reg. No. N1571R Time (Lcl) - 0933 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1B	Eng Make/Model - LYCOMING O-235-C2C	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		PRU FIELD
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4079/ 40
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 67
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - AA-1B	Make/Model- 67
		Instrument- 3
		Last 30 Days- 13
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING A LANDING, THE AIRCRAFT BOUNCED TWICE AND WENT OFF THE LEFT SIDE OF THE RUNWAY. REPORTEDLY, HE INITIATED A GO-AROUND, BUT THE PLANE STRUCK A FENCE AND CRASHED.

Brief of Accident (Continued)

File No. - 2196

11/01/82

RITZVILLE,WA

A/C Reg. No. N1571R

Time (Lcl) - 0933 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2197

11/21/82

SPANAWAY, WA

A/C Reg. No. N2698V

Time (Lcl) - 1030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

3

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 170

Eng Make/Model - CONTINENTAL D-300A

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2050

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/002 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SPANAWAY

Runway Ident - 16

Runway Lth/Wid - 2700/ 90

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----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 - 1310

Last 24 Hrs - 0

SE LAND

Months Since - 18

Make/Model- 235

Last 30 Days- 9

Aircraft Type - C-182

Instrument- 4

Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE CLIMBING THROUGH ABOUT 75 TO 100 FT AGL, THE ENGINE LOST POWER. HE MANEUVERED THE AIRCRAFT STRAIGHT AHEAD TO LAND BEYOND A HIGHWAY. THERE WERE TRANSMISSION LINES ON BOTH SIDES OF THE ROADWAY. THE PILOT BELIEVED HE HAD INSUFFICIENT AIRSPEED AND ALTITUDE TO SAFELY FLY OVER THE LINES. REPORTEDLY, THE TAIL CONTACTED A CABLE WHILE CROSSING UNDER THE FIRST SET OF WIRES (A TELEPHONE LINE). THE RIGHT WING CONTACTED THE GROUND, THE AIRCRAFT CARTWHEELED ACROSS THE HIGHWAY, THEN IT CAME TO REST IN A DITCH ON THE OPPOSITE SIDE OF THE ROADWAY. AS THE OCCUPANTS EXITED THE AIRCRAFT, A SMALL FIRE DEVELOPED IN THE VICINITY OF THE ENGINE. WITHIN A SHORT TIME THE AIRCRAFT WAS DESTROYED BY FIRE. AN INVESTIGATION REVEALED THE FUEL SELECTOR WAS POSITIONED TO BOTH TANKS. WATER WAS FOUND IN THE RIGHT TANK AND IN A LINE LEADING FROM THE RIGHT TANK. RUST WAS FOUND ON THE INSIDE TANGS OF THE RIGHT FUEL CAP, IN THE THREADS OF THE RIGHT QUICK DRAIN AND THE CARBURETOR. NO OTHER PREIMPACT PROBLEMS WERE EVIDENT.

Brief of Accident (Continued)

File No. - 2197

11/21/82

SPANAWAY,WA

A/C Reg. No. N2698V

Time (Lc1) - 1030 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
5. MANEUVER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2144 8/12/82 RAWLINS,WY A/C Reg. No. N88Q Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - QUICKIE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - ONAN B48MGA0
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 18 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 230/015 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - 12000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SALT LAKE CITY,UT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

RAWLINS MUNI
Runway Ident - 22
Runway Lth/Wid - UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	28200
Make/Model-	300
Instrument-	1560
Multi-Eng -	25100
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RETURNED TO THE ARPT SINCE HE COULDN'T GAIN ENOUGH ALTITUDE TO CLIMB OVER SURROUNDING TERRAIN. HE STATED HE ALSO HAD TROUBLE HOLDING ALTITUDE ON THE DOWNWIND LEG. DURING THE LANDING THE LEFT WHEEL STRUCK THE GROUND & THE MOMENTUM OF IMPACT PUT THE ACFT INTO A RIGHT HAND SNAP ROLL. THE ACFT CRASHED INVERTED ADJACENT TO THE RWY. THE ACFT'S ENG IS RATED AT 18 HP AT SEA LEVEL. THE DENSITY ALTITUDE WAS APPROXIMATELY 9,000 FT.

Brief of Accident (Continued)

File No. - 2144

8/12/82

RAWLINS,WY

A/C Reg. No. N88Q

Time (Lc1) - 0800 MDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2149 10/07/82 ROCK SPRINGS,WY A/C Reg. No. N6169Z Time (Lcl) - 0725 MDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	0	Serious	0	Minor	0
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0	4
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TSIO-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ROCK SPRINGS,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OIL WELL SITE,WY	OIL WELL SITE
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 1300/ 20
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 936
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 42
		Last 30 Days- 13
		Instrument- 78
		Last 90 Days- 132
		Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING USED FOR TRANSPORTATION TO AN OIL DRILLING SIGHT. A 1300 FT PORTION OF A ROAD NEAR THE SIGHT WAS BEING USED AS A LANDING STRIP. THE PILOT REPORTED THAT AFTER THE PLANE TOUCHED DOWN AND WAS ROLLING, IT CAME TO A DOG LEG IN THE ROAD. HE ELECTED TO GO AROUND. HOWEVER, AFTER BECOMING AIRBORNE, THE PLANE SETTLED BACK TO THE GROUND. THE WHEELS THEN HIT SAGEBRUSH AND THE AIRCRAFT NOSED OVER. THE ELEVATION OF THE LANDING AREA WAS ABOUT 6300 FT.

Brief of Accident (Continued)

File No. - 2149

10/07/82

ROCK SPRINGS,WY

A/C Reg. No. N6169Z

Time (Lc1) - 0725 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----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

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6846

NTSB

AAB-84/03

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Accidents

U.S. DEPARTMENT OF COMMERCE
National Technical Information Service
Springfield, Va. 22161

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