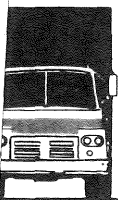
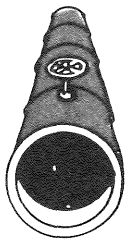
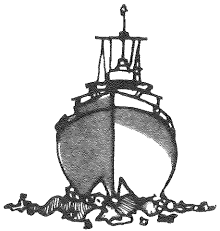
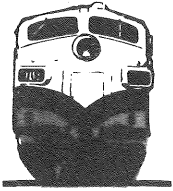
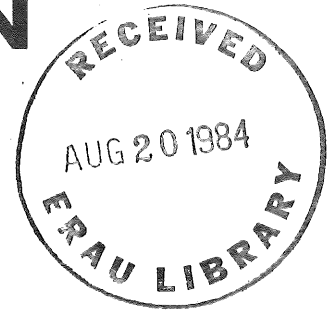


PB84-916904



NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12 OF 1982 ACCIDENTS**

NTSB/AAB-84/04

UNITED STATES GOVERNMENT

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Issue 12**

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-84/04	2. Government Accession No. PB84-916904	3. Recipient's Catalog No.	
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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1982 in Brief Format	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p style="text-align: center;">File Numbers: 2201 thru 2400</p>			
17. Key Words Aviation accident, probable cause findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 423	22. Price

FOREWARD

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

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

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

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

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

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

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

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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 2201 Through 2400
Issue Number 12

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	196	28	52
Part 135 (Air Taxi)	4	0	0
Part 135 (Commuter)	2	0	0
Part 121 (Air Carrier)	0	0	0
	-----	-----	-----
Totals	202	28	52

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 2201 Through 2400
Issue Number 12

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)	171	25	46
Fixed-Wing (Multi-Engine)	17	3	6
Rotorcraft	13	0	0
Glider	1	0	0
Balloon	0	0	0
Blimp/Dirigible	0	0	0
	-----	-----	-----
Totals	202	28	52

File Order Listing - Issue No. 12, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2201	N3299Q	090282	FAIRBANKS, AK	CESSNA	402	NONE	28
2202	N39591	093082	EXCELSIOR SPRINGS, MO	PIPER	PA32RT-300	NONE	250
2203	N2932H	090782	KINGSTON, WA	ERCOUPE	415C	NONE	396
2204	N48209	090282	DETROIT, MI	HILLER	12B	NONE	226
2205	N6544H	090282	BLOOMFIELD HILLS, MI	PIPER	J-3C65	NONE	228
2206	N99088	090782	ANDOVER, KS	ERCOUPE	415C	NONE	188
2207	N54847	090882	HOLLAND, MI	PIPER	PA-23-250	NONE	230
2208	N2343M	093082	SALMON, ID	PIPER	PA-12	NONE	160
2209	N513HA	091582	SPIRIT LAKE, WA	HILLER/SOLOY	UH-12E	NONE	400
2210	N9613J	091482	RENTON, WA	PIPER	PA-28-180C	FATAL	398
2211	N1547J	090682	MORRISTOWN, NJ	AERO COMMAND	112TC	NONE	284
2212	N68138	111682	DUBUQUE, IA	CESSNA	152	NONE	154
2213	N65685	110382	KANSAS CITY, MO	CESSNA	172P	NONE	256
2214	N3287Y	111682	JENKINSBURG, GA	CESSNA	182	NONE	146
2215	N41661	070382	DUNCAN, MS	PIPER	PA-28-151	NONE	258
2216	N37109	071482	RICHMOND, KY	ERCOUPE	415-C	NONE	194
2217	N62972	090682	MT. RANGE, AK	BELLANCA	7GCBC	NONE	34
2218	N51JW	091182	ELKO, NV	NORTH AMERIC	F-51D	FATAL	298
2219	N6957K	090582	KENAI, AK	PIPER	PA-20	FATAL	30
2220	N29639	082282	MAX, NE	TAYLORCRAFT	BC-12-65	FATAL	276
2221	N1728U	092682	BEDFORD PARK, IL	CESSNA	207	NONE	174
2222	N8123G	111682	COVE, OR	CESSNA	U206	NONE	340
2223	N9459W	111382	VERNONIA, OR	PIPER	PA-28-235	NONE	338
2224	N6936P	103182	CASCADE LOCKS, OR	PIPER	PA-24-180	NONE	336
2225	N554V	100482	BLUFFTON, OH	BEECH	56TC	SERIOUS	318

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2226	N8055W	100382	MADISON, IN	GRUMMAN	AA-1C	NONE	184
2227	N5445B	100382	SHENANDOAH, OH	CESSNA	182	MINOR	316
2228	N511H	091982	DANVILLE, IL	NAVY	N3N-3	NONE	172
2229	N5117E	091782	BUCYRUS, OH	CESSNA	172N	MINOR	312
2230	N2541F	082582	KILLEEN, TX	CHAMPION	7GCAA	FATAL	372
2231	N2896E	110782	LORIS, SC	CESSNA	172N	NONE	356
2232	N5829B	101082	CUBA, MO	CESSNA	182	NONE	252
2233	N2019K	100782	MANASSAS, VA	BEECH	F-33A	NONE	390
2234	N28311	090282	DARLINGTON, SC	GRUMMAN	AA5B	NONE	352
2235	N9184R	091182	NASHVILLE, GA	CESSNA	188	NONE	144
2236	N18019	080882	HORRELL HILL, SC	CESSNA	150	NONE	350
2237	N6850J	082582	CAMPBELLSVILLE, KY	PIPER	PA-34	NONE	200
2238	N63648	101982	HUTCHINSON, KS	CESSNA	172PII	NONE	192
2239	N72470	090182	ELDORA, IA	CESSNA	140	NONE	152
2240	N97781	090882	TWIN FALLS, ID	STINSON	108-1	NONE	158
2241	N9717F	070982	50 MI SW FAIRBANKS, AK	CESSNA	170B	NONE	10
2242	N4454S	090882	TOPSHAM, VT	BEECH	35	NONE	394
2243	N2343	070982	ANDOVER, MA	BREEZY	RL4-1	NONE	218
2244	N2297Z	071882	LEWISTON, VA	VOLMER	VJ-22	NONE	384
2245	N8873F	071782	BOISE CITY, OK	HUGHES	269	SERIOUS	324
2246	N1885T	072182	SHANKSVILLE, PA	PIPER	PA-28-140	SERIOUS	342
2247	N8393E	073082	ABILENE, TX	MOONEY	M20	SERIOUS	366
2248	N3829M	091682	ANCHORAGE, AK	PIPER	PA-12	SERIOUS	42
2249	N26209	071582	LATHAM, NY	CESSNA	R172E	NONE	304
2250	N9968H	082482	DAYTON, NV	CESSNA	182R	FATAL	296

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2251	N642MS	091682	FORT WAYNE, IN	PIPER	PA-23-250	NONE	182
2252	N5666Q	091082	FALCON, CO	MOONEY	M20E	MINOR	106
2253	N5594N	081082	PALISADE, MN	HILLER	12E	NONE	240
2254	N3251V	082782	LA PLATA, NM	CESSNA	150	SERIOUS	292
2255	N9925P	081082	MALIN, OK	PIPER	PA-36-285	SERIOUS	326
2256	N739UY	081782	SAN CLEMENTE, CA	CESSNA	172N	FATAL	84
2257	N64552	083082	WINTERS, CA	LINDGREN EVA	VP-1	SERIOUS	90
2258	N4589	071582	LANCASTER, CA	GRUMMAN	G-164	SERIOUS	76
2259	N88264	082282	MINCHUMINA, AK	CITABRIA	8GCBC	NONE	20
2260	N8823S	083082	MARKS, MS	AIR TRACTOR	301A	MINOR	262
2261	N4830U	082782	HEALY, AK	CESSNA	TU206	NONE	22
2262	N1410Q	081482	PRESTONBURG, KY	CESSNA	150	SERIOUS	198
2263	N1555Z	081382	ALBUQUERQUE, NM	BEECH	P35	MINOR	288
2264	N4800Y	081282	TULSA, OK	BEECH	H35	FATAL	328
2265	N10984	081882	PLANO, TX	BELLANCA	7ECA	FATAL	370
2266	N1072J	091082	FAYETTEVILLE, WV	AERO COMMAND	112	NONE	404
2267	N4022B	090682	PORT MOLLER, AK	DEHAVILLAND	BEAVER U-6	MINOR	32
2268	N48636	091682	SOCIETY HILL, AL	GRUMMAN	G-164B	NONE	50
2269	N3808E	091882	ASTATULA, FL	PIPER	PA-36-375	NONE	124
2270	N921C	093082	MIAMI, FL	PIPER	PA-28-140	MINOR	130
2271	N8107X	092182	LANGDON, ND	PIPER	PA-34	NONE	274
2272	N6602	092382	MAGMA, AZ	GRUMMAN	G-164A	NONE	68
2273	N2327Y	092182	N. CHIPLEY, FL	PIPER	PA-36	NONE	128
2274	N8375U	091882	MISSOULA, MT	CESSNA	150M	NONE	268
2275	N7446N	091482	3/4 N.E. OF NUCLA, CO	CESSNA	182P	NONE	108

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2276	N50723	091982	KISSIMMEE, FL	HUGHES	500	NONE	126
2277	N5115U	091382	PROSPECT, KY	CESSNA	172RG	NONE	202
2278	N2488S	112082	35 NM W. ANDROS ISL., AO	CESSNA	337	NONE	54
2279	N5999	092882	MISSING AIRCRAFT, AO	BEECH	H35	FATAL	52
2280	N1151W	091382	MADISON, FL	BELL	47G4	MINOR	120
2281	N1163N	092482	SANTA ROSA, CA	MOONEY	M20K	NONE	94
2282	N3579	092682	SANTA ROSA, CA	NORTH AMERIC	SNJ-6	NONE	96
2283	N48482	092782	DELANO, CA	GRUMMAN	G-164B	NONE	100
2284	N4976S	090382	SEWANEE, TN	PIPER	PA-28R	NONE	360
2285	N29246	092182	DETROIT, MI	AERONCA	7EC	NONE	232
2286	N12990	091682	CONRAD, MT	CESSNA	150	SERIOUS	266
2287	N9620T	092682	PLACERVILLE, CA	CESSNA	210	SERIOUS	98
2288	N634NH	091882	BURBANK, CA	CESSNA	172N	NONE	92
2289	N8088A	093082	SAN MARCOS, TX	CESSNA	170B	NONE	378
2290	N65619	020882	LANSING, IL	CESSNA	152	NONE	162
2291	N9191H	062182	ST. MARY'S, AK	CESSNA	172	MINOR	4
2292	N45RB	090582	FORT WORTH, TX	BENNET	VP-1	SERIOUS	376
2293	N2584V	090982	NEAR ANCHORAGE, AK	CESSNA	170	NONE	36
2294	N789OW	090282	WESLACO, TX	PIPER	PA-28-180	NONE	374
2295	N8940M	092282	WALTERBORO, SC	BEECH	C33	NONE	354
2296	N39786	093082	LANCASTER, OH	LAKE	LA-4	MINOR	314
2297	N18218	091982	FRONT ROYAL, VA	CESSNA	150L	NONE	388
2298	N2530F	090182	MIDDLETOWN, VA	CHAMPION	7ECA	NONE	386
2299	N21CV	090282	INDEPENDENCE, MO	VILLINE'S	BREEZY RLV	SERIOUS	248
2300	N1477C	093082	GUADALUPITA, NM	CESSNA	177B	FATAL	294

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2301	N8019Q	092482	AFTON, OK	CESSNA	421B	FATAL	332
2302	N9FV	081982	ARDMORE, OK	CESSNA	P210N	NONE	330
2303	N50038	081882	AFTON, TX	CESSNA	177RG	NONE	368
2304	N4952Y	081182	DES ARC, AR	PIPER	PA-25-260C	NONE	60
2305	N8807Z	080882	CHENEYVILLE, LA	EAGLE	DW-1	NONE	210
2306	N7176R	080682	SPRINGDALE, AR	PIPER	PA-28-140	NONE	58
2307	N2375J	080482	NEWELLTON, LA	PIPER	PA-18-150	NONE	208
2308	N39MN	070282	NOME, AK	BRITTEN-NORM	BN-2A	NONE	8
2309	N84211	070182	KASILOF, AK	CESSNA	172K	MINOR	6
2310	N2998J	072382	MOULTRIE, GA	CESSNA	T188C	NONE	142
2311	N4670J	072582	SOMERSET, KY	CESSNA	172N	NONE	196
2312	N7234	071382	WETUMPKA, AL	GRUMMAN	G-164A	NONE	46
2313	N53812	071482	SAVANNAH, GA	BELLANCA	7ECA	NONE	140
2314	N9888V	073082	BISHOPVILLE,, SC	CESSNA	188	NONE	348
2315	N5014F	081282	MEREDITH, CO	HUGHES	369D	SERIOUS	104
2316	N4970Q	072482	LOAMI, IL	CESSNA	188B	NONE	168
2317	N1234	111482	DEATH VALLEY, CA	AMATEUR BUIL	QUICKIE Q2	SERIOUS	102
2318	N3690X	071482	GRACEVILLE, MN	AERO COMMAND	S2R	NONE	234
2319	N61130	070982	ALTON, IL	CESSNA	150J	NONE	166
2320	N2476T	092882	DOYLESTOWN, PA	NAVION	G	SERIOUS	346
2321	N177RW	092582	HOLLY SPRINGS, NC	WAINSCOTT	SCAMP B	NONE	272
2322	N9575F	091882	MARSHVILLE, NC	HUGHES	269C	NONE	270
2323	N60844	091382	KOTZEBUE, AK	CESSNA	A185F	NONE	40
2324	N9489K	090982	FAIRBANKS, AK	STINSON	108	MINOR	38
2325	N5379U	101682	CLEVELAND, OH	CESSNA	206	NONE	320

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2326	N758QX	101482	SACRED HESET, MN	CESSNA	172	NONE	244
2327	N68738	082182	LANTANA, FL	CESSNA	152	SERIOUS	116
2328	N736VC	080782	KETCHUM, ID	CESSNA	R172K	FATAL	156
2329	N7769V	052782	SIOUX FALLS, SD	CALLAIR	A-9B	NONE	358
2330	N3128Z	052682	RED HOOK, NY	PIPER	PA-22-160	NONE	302
2331	N77QT	101282	NEAR ST. CROIX, VI	PIPER	PA-32-300	FATAL	392
2332	N2101R	100382	COCOA, FL	CESSNA	182	NONE	136
2333	N330FT	102682	DAYTONA BEACH, FL	PIPER	PA-28-161	NONE	138
2334	N8944U	100182	LAKE CITY, FL	BEECH	35-C33	NONE	132
2335	N93286	100382	ORLANDO, FL	CESSNA	152	NONE	134
2336	N56351	111682	HONOLULU, HI	PIPER	PA-28-140	NONE	150
2337	N1277Q	102982	WATERTOWN, NY	CESSNA	150L	NONE	308
2338	N2456Y	042282	ENDICOTT, NY	CESSNA	172D	NONE	300
2339	N246OW	090482	HIGH SPRINGS, FL	SCHWEIZER	SGS 1-26B	NONE	118
2340	N759UV	091782	WINTER HAVEN, FL	CESSNA	182	NONE	122
2341	N891A	071682	65 MI.ENE OF MCGRATH, AK	PIPER	PA-22	NONE	12
2342	N820Y	072882	NEAR BORNITE, AK	HUGHES	369D	FATAL	14
2343	N7208Z	072682	ADA, MN	PIPER	PA25-235C	NONE	236
2344	N184VB	031682	TUCSON, AZ	BEECH	58	FATAL	64
2345	N897SP	062082	HOBART, IN	PIPER	PA-18	MINOR	178
2346	N42562	111982	MT. VERNON, AR	CESSNA	182L	FATAL	62
2347	N8089N	051682	VAN NUYS, CA	PIPER	PA-28-201T	NONE	72
2348	N2066J	062582	25NM SW SANTA RITA, MT	CESSNA	188	NONE	264
2349	N8237	060382	COALVILLE, UT	AEROSPATIALE	315B	SERIOUS	380
2350	N223HC	082082	WEST CHICAGO, IL	CASSUTT	CASSUTT	NONE	170

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2351	N7744C	081782	ALEXANDRIA, LA	PIPER	PA-32R-300	NONE	212
2352	N215H	100382	WAIMANALO, HI	BEECH	C-45G	FATAL	148
2353	N2902N	072582	NILES, MI	CESSNA	120	NONE	224
2354	N6426K	071682	SOUTHWICK, MA	DOWNER	REPUBLIC R	MINOR	220
2355	N11457	062782	SHAPLEIGH, ME	CESSNA	150L	MINOR	222
2356	N8309V	050282	NEW LONDON, NH	CHAMPION	7GCAA	NONE	278
2357	N8348F	052682	FAIRBURY, IL	HUGHES	369D	NONE	164
2358	N50RT	082182	VENTURA, CA		MIDGET MUS	NONE	88
2359	N29473	082182	MIRA LOMA, CA	AERONCA	65-TC	NONE	86
2360	N733QE	081782	BUCKEYE, AZ	CESSNA	172N	NONE	66
2361	N48886	081482	LIVERMORE, CA	CESSNA	152	NONE	78
2362	N47325	081582	SANTA CRUZ, CA	TAYLORCRAFT	DCO-65	NONE	80
2363	N25484	081582	SANTA ROSA, CA	CESSNA	152	NONE	82
2364	N8601C	082282	HOUSTON, MN	PIPER	PA-22	NONE	242
2365	N96055	073182	BROOKLYN PARK, MN	TAYLORCRAFT	BC12-D	MINOR	238
2366	N5796W	082182	KNOX, IN	PIPER	PA-28-160	NONE	180
2367	N2701M	081282	POLLY CREEK, AK	PIPER	PA-12	NONE	16
2368	N79SC	081682	NEAR SKWENTNA, AK	CESSNA	185	NONE	18
2369	N1836A	080882	BURLINGTON, CT	PIPER	PA-20	NONE	110
2370	N6771C	080982	BOUNTIFUL, UT	CESSNA	421C	NONE	382
2371	N41755	083182	NEAR SKWENTNA, AK	DEHAVILLAND	DHC-3	NONE	26
2372	N195JB	120482	PEORIA, AZ	CESSNA	195B	NONE	70
2373	N5037D	081082	LEBANON, NH	CESSNA	182A	NONE	280
2373	N89255	081082	LEBANON, NH	CESSNA	152	NONE	282
2374	N6871X	102382	NEAR HOMER, AK	CESSNA	172	NONE	44

File Order Listing - Issue No. 12, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2375	N98L	050182	PENDLETON, IN	MONG SPORT	MS-1	SERIOUS	176
2376	N4740S	101782	VANDALIA, OH	PIPER	PA-32-260	MINOR	322
2377	N5784Y	042682	HOUSTON, TX	AEROSPATIALE	AS-350D	NONE	362
2378	N3880Q	121382	VANCOUVER, WA	CESSNA	172L	NONE	402
2379	N16861	050482	OTSEGO, OH	SIKORSKY	S-55B	NONE	310
2380	N8801F	080282	WETUMPKA, AL	HUGHES	269A	NONE	48
2381	N9804E	082882	SOLDOTNA, AK	AERONCA	11AC	NONE	24
2382	N5044T	082182	LEXINGTON, MS	PIPER	PA-28-140	NONE	260
2383	N756KD	090682	BUNKER HILL, KS	CESSNA	TRI82	FATAL	186
2384	N6359F	061982	NEAR STUART, FL	CESSNA	337	SERIOUS	114
2385	N73013	050582	FRANKLINTON, LA	CESSNA	207	FATAL	204
2386	N2195U	052382	FAIRBANKS, AK	BRANTLY	B-2B	NONE	2
2387	N83654	060682	LEHI, AR	AERONCA	7AC	FATAL	56
2388	N231AW	061282	SANDY, OR	MOONEY	M-20	FATAL	334
2389	N8474V	082382	JONES, LA	ROCKWELL	S-2R	FATAL	214
2389	N2342Z	082382	JONES, LA	AIR TRACTOR	AT-400	FATAL	216
2390	N1914S	060582	LIVERMORE, CA	SAVAGE	SKYBOLT	FATAL	74
2391	N5261	060582	KAPLAN, LA	GRUMMAN	G-164A	NONE	206
2392	N3331S	081282	LEES SUMMIT, MO	CESSNA	210J	FATAL	246
2393	N88572	082582	SARATOGA SPRINGS, NY	CESSNA	421C	NONE	306
2394	N9867F	082382	SILVER CITY, NM	CESSNA	401A	NONE	290
2395	N3800C	061782	GRAHAM, TX	SOUTHERN AIR	SAC	NONE	364
2396	N53277	052482	ALPHA, FL	CESSNA	188	NONE	112
2397	N8088T	052782	CLAYTON, NM	PIPER	PA-28-236	NONE	286
2398	N8184Y	102582	ST. CHARLES, MO	PIPER	PA-28-161	FATAL	254

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2399	N4581Z	101782	BAXTER SPRINGS, KS	PIPER	PA-22-108	SERIOUS	190
2400	N8285L	092682	NORMALVILLE, PA	CESSNA	172H	FATAL	344

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 12 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2386

5/23/82

FAIRBANKS,AK

A/C Reg. No. N2195U

Time (Lcl) - 1430 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 -LANDING

Fire Crew
Pass NONE

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 25.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3800 Last 24 Hrs - 1

Make/Model- 76 Last 30 Days- UNK/NR

Instrument- 85 Last 90 Days- 28

Multi-Eng - 548 Rotorcraft - 126

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

SHORTLY AFTER TAKEOFF, A PARTIAL POWER LOSS OCCURRED OVER A WOODED AREA AND THE PILOT INITIATED AN AUTOROTATIVE LANDING. DURING THE LANDING, THE MAIN ROTOR AND TAIL ROTOR BLADES HIT TREES, THEN THE RIGHT SKID SET DOWN ON A SMALL TREE AND THE HELICOPTER ROLLED OVER. AFTER THE AIRCRAFT CAME TO REST, THE ENGINE WAS RUNNING AT IDLE RPM WITH ABOUT 1/2 THROTTLE. DURING AN EXAMINATION, DIRT AND SCALE PARTICLES OF RUST WERE FOUND IN THE MAIN FUEL STRAINER. THE FUEL STRAINER (FINGER SCREEN) IN THE FUEL INJECTOR WAS REMOVED AND WAS FOUND TO BE CLOGGED.

Brief of Accident (Continued)

File No. - 2386

5/23/82

FAIRBANKS, AK

A/C Reg. No. N2195U

Time (Lcl) - 1430 ADT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER PERSON
 3. FUEL SYSTEM, STRAINER - BLOCKED(PARTIAL)
-

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2291 6/21/82 ST. MARY'S, AK A/C Reg. No. N9191H Time (Lcl) - 1530 ADT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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 - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ST. MARY'S, AK	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	PILOT STATION, AK	ANDREAFSKY
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1900/ 100
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - 3500 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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8500
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 120
		Multi-Eng - 250
		Last 24 Hrs - 0
		Last 30 Days- 32
		Last 90 Days- 141

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT FOUND CONSIDERABLE WATER IN FUEL DURING PREFLIGHT. DURING TAKEOFF ENGINE QUIT. PILOT MADE INTERSECTION TAKEOFF ALLOWING LESS THAN HALF OF RUNWAY AVAILABLE. TRIED TO LAND ON ROAD DURING FORCED LANDING BUT USED DIRT ALONGSIDE BECAUSE OF TRUCK. AIRCRAFT NOSED OVER. GASCOLATOR AND WING TANK DRAINS FULL OF WATER AFTER ACCIDENT WHEN AIRCRAFT WAS TURNED RIGHT SIDE UP.

Brief of Accident (Continued)

File No. - 2291

6/21/82

ST. MARY'S, AK

A/C Reg. No. N9191H

Time (Lcl) - 1530 ADT

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

Finding(s)

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

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 4. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2309 7/01/82 KASILOF,AK A/C Reg. No. N84211 Time (Lcl) - 2115 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	ANCHORAGE,AK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	KASILOF,AK	KASILOF
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 30	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 200
SE LAND	Months Since - UNK/NR	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A LANDING APPROACH OVER TREES AT THE APPROACH END OF THE RUNWAY. THE RUNWAY SLOPED SLIGHTLY DOWNHILL IN THE DIRECTION OF LANDING. THE PILOT LANDED LONG, THEN ELECTED TO GO AROUND, AND DURING THE GO-AROUND, THE LEFT WING STRUCK A TREE.

Brief of Accident (Continued)

File No. - 2309

7/01/82

KASILOF,AK

A/C Reg. No. N84211

Time (Lcl) - 2115 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2308 7/02/82 NOME.AK A/C Reg. No. N39MN Time (Lcl) - 0840 EDT

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

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

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

Make/Model - BRITTEN-NORMAN BN-2A	Eng Make/Model - LYCOMING O-540-E4C5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 10	Rated Power - 260 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	ELIM.AK	NOME
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6001/ 150
Cloud Conditions(1st) - 4000 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - UNK/NR	Total - 5900
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 593
		Last 30 Days- UNK/NR
		Instrument- 285
		Last 90 Days- 328
		Multi-Eng - 1197

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL, A PROPELLER BLADE TIP FAILURE OCCURRED ON THE LEFT ENGINE. ABOUT 9 INCHES OF THE BLADE TIP SEPARATED AND ENTERED THE TOP SIDE OF THE FUSELAGE ABOUT 1 FT BEHIND THE PILOT'S HEAD. THE BLADE TIP SEVERED THE THROTTLE, FUEL MIXTURE, CARBURETOR HEAT AND PROPELLER CONTROL CABLES TO THE LEFT ENGINE. ALSO, THE AILERON CABLE BECAME JAMMED IN THE FULL LEFT POSITION AND THE RIGHT ENGINE CABLES WERE DAMAGED. REPORTEDLY, THE LEFT ENGINE WENT TO IDLE POWER AND THE PILOT HAD TO SWITCH THE MAGNETOS OFF IN ORDER TO ABORT THE TAKEOFF. A METALLURGICAL EXAMINATION REVEALED THAT THE PROPELLER BLADE (HARTZELL MODEL: HC-C1YK-2CUF, PN FC8477A-4) HAD FAILED FROM FATIGUE. THE FATIGUE CRACK ORIGINATED AT A DENT IN THE LEADING EDGE OF THE PROPELLER.

Brief of Accident (Continued)

File No. - 2308

7/02/82

NOME, AK

A/C Reg. No. N39MN

Time (Lc1) - 0840 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES.BLADE - FOREIGN OBJECT DAMAGE
 2. PROPELLER SYSTEM/ACCESSORIES.BLADE - FATIGUE
 3. PROPELLER SYSTEM/ACCESSORIES.BLADE - SEPARATION
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2241 7/09/82 50 MI SW FAIRBANKS, AK A/C Reg. No. N9717F Time (Lcl) - 0800 ADT

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145	ELT Installed/Activated - YES/YES
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	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		GRAVEL STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 50
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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 - 572
SE LAND	Months Since - 5	Make/Model- 207
	Aircraft Type - UNK/NR	Instrument- 42
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 76

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A SHORT FIELD TAKEOFF FROM THE 1300 FT GRAVEL STRIP. HE ROTATED NEAR THE END OF THE STRIP, BUT DID NOT RECALL THE AIRSPEED. AS THE ACFT REACHED ABOUT 15 FT AGL IT STARTED TO SINK & THE RIGHT MAIN GEAR CAUGHT IN BRUSH TEARING OFF THE GEAR.

Brief of Accident (Continued)

File No. - 2241

7/09/82

50 MI SW FAIRBANKS, AK

A/C Reg. No. N9717F

Time (Lcl) - 0800 ADT

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

Finding(s)

1. AIRSPEED - NOT ATTAINED - 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 - HIGH VEGETATION
-

----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. - 2341 7/16/82 65 MI.ENE OF MCGRATH,AK A/C Reg. No. N891A Time (Lcl) - 2230 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	2
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WILLOW,AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NIKOLI,AK	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - ROUGH
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 86
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 23
		Instrument- 2
		Last 30 Days- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT NOTICED A PROGRESSIVE LOSS OF POWER. HE ELECTED TO MAKE AN EMERGENCY LANDING ON A GRAVEL BAR. DURING THE LANDING, THE AIRCRAFT ROLLED THROUGH A SHALLOW SLOUGH WHERE THE LEFT MAIN GEAR HIT A LOG. THE NOSE GEAR THEN HIT A BANK AT THE EDGE OF THE SLOUGH AND THE PLANE WENT OVER ON ITS BACK. THE ENGINE DIED WHEN THE AIRCRAFT TURNED OVER. AN EXAMINATION OF THE ENGINE REVEALED THAT THE NO 3 ROCKER ARM EXHAUST VALVE ADJUSTMENT BOLT HAD FAILED AND WAS LOOSE IN THE VALVE COVER. THERE WAS EVIDENCE THAT THE BOLT MAY HAVE BEEN OVERTORQUED. THE BOLT SHOULD HAVE BEEN TORQUED TO 450 INCH POUNDS. A CHECK OF THE OTHER BOLTS REVEALED THAT THEIR TORQUE VALUES RANGED FROM 150 TO 450 INCH POUNDS. THE ENGINE HAD A TOTAL OF 3.7 HOURS OF OPERATION SINCE IT HAD A TOP OVERHAUL.

Brief of Accident (Continued)

File No. - 2341

7/16/82

65 MI.ENE OF MCGRATH,AK

A/C Reg. No. N891A

Time (Lc1) - 2230 ADT

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

Finding(s)

1. ENGINE ASSEMBLY,OTHER - OVERTORQUE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY,OTHER - FAILURE,TOTAL

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

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

Finding(s)

4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
5. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2342 7/28/82 NEAR BORNITE, AK - A/C Reg. No. N820Y Time (Lcl) - 1030 BST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXTERNAL LOAD
Flight Conducted Under -14 CFR 133
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3550
No. of Seats - 5

Eng Make/Model - ALLISON 250C-20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

(REMOTE FIELD SITE)
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4851	Last 24 Hrs	- 6
Make/Model-	247	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	247
Multi-Eng -	25	Rotorcraft -	4501

Instrument Rating(s) - NONE

-----Narrative-----

TWO WORKERS WERE TRANSPORTED TO A MINE DRILLING SITE WHERE THE HELICOPTER WAS LANDED ON A MAN-MADE HELI-PAD. THE HELI-PAD WAS AN AREA ABOUT 50 FT LONG AND 12 FT WIDE THAT HAD BEEN CUT INTO THE SIDE OF A ROCKY HILL. AFTER OFF-LOADING THE WORKERS, THE PILOT TOOK OFF, THEN RETURNED A SHORT TIME LATER WITH A 300 GAL STORAGE TANK ON A LONG LINE. AFTER THE TANK WAS LOWERED INTO POSITION, THE HELICOPTER WAS LANDED AT THE END OF THE PAD UNTIL THE LINE WAS RELEASED. AS THE PILOT TOOK OFF AGAIN, HE LIFTED OFF AND WAS AT AN ALTITUDE OF ABOUT 3 TO 5 FT WHEN THE MAIN ROTOR BLADES CONTACTED THE ROCKY EMBANKMENT ON THE UPSLOPE SIDE OF THE HELI-PAD. REPORTEDLY, THE HELICOPTER THEN WENT INTO AN UNCONTROLLABLE SPIN AND TUMBLED ABOUT 300 FT DOWN THE HILL. ONE OF THE WORKERS WAS FATALLY INJURED BY A PIECE OF FLYING DEBRIS.

Brief of Accident (Continued)

File No. - 2342

7/28/82

NEAR BORNITE, AK

A/C Reg. No. N820Y

Time (Lcl) - 1030 BST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. VERTICAL TAKEOFF - PERFORMED - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2367 8/12/82 POLLY CREEK, AK A/C Reg. No. N2701M Time (Lcl) - 1820 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 - TAKEOFF						

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE	(UNIMPROVED BEACH)
Wind Dir/Speed- 225/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10000/ 25
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 169
SE LAND	Months Since - 13	Make/Model- 66
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- 4
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON THE BEACH NEAR THE MOUTH OF POLLY CREEK TO GO FISHING. AFTER FISHING FOR SEVERAL HOURS. HE NOTICED FUEL LEAKING FROM THE FILLER CAP ON THE LEFT MAIN TANK. THIS OCCURRED WHEN FUEL CROSS-FLOWED FROM THE RIGHT AUXILIARY TANK. THE PILOT TURNED OFF THE LEFT MAIN AND RIGHT AUXILIARY FUEL TANKS TO STOP THE CROSS FEED. AFTER SEVERAL MORE HOURS, THE TIDE BEGAN COMING IN AND THE PILOT HURRIED HIS PREFLIGHT TO GET OFF THE BEACH DURING TAKEOFF. THE ENGINE COUGHED AT LIFT-OFF, PROMOTING THE PILOT TO ABORT. THE AIRCRAFT BOUNCED 2 OR 3 TIMES ON THE BEACH WHICH WAS UNEVEN, THEN THE LEFT MAIN GEAR ENTERED THE SURF. SUBSEQUENTLY, THE PLANE VEERED AND NOSED OVER IN DEEPER WATER. THE PILOT STATED THAT HE HAD PLANNED TO TAKEOFF USING THE FULL LEFT TANK. AFTER THE ACCIDENT, HE FOUND THE RIGHT FUEL SELECTOR WAS ON, BUT THE LEFT MAIN TANK WAS ONLY PARTIALLY ON. HE BELIEVED THIS CAUSED THE ENGINE TO SPUTTER FROM FUEL STARVATION. BEFORE RECOVERY, THE PLANE WAS FURTHER DAMAGED BY THE SURF.

Brief of Accident (Continued)

File No. - 2367

8/12/82

POLLY CREEK, AK

A/C Reg. No. N2701M

Time (Lcl) - 1820 ADT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
7. TERRAIN CONDITION - WET
8. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

10. 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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2368 8/16/82 NEAR SKWENTNA,AK A/C Reg. No. N79SC Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/005 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
TALACHULITNA RIVER,AK

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NARROW RIVER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3500	Last 24 Hrs -	2
Make/Model-	2500	Last 30 Days-	40	
Instrument-	51	Last 90 Days-	75	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE FLOAT PLANE BEGAN HIS TAKEOFF FROM A NARROW RIVER WITH A LEFT TURN AT THE LIFT-OFF POINT. AFTER BECOMING AIRBORNE AND WHILE TURNING, THE RIGHT WING STRUCK A BRANCH. THE PILOT STATED THAT THE AIRCRAFT CAME TO REST IN THE TREES, UPSIDE DOWN. ALSO, HE SUGGESTED THAT HE WAS A BIT OVERCONFIDENT IN HIS ABILITY TO PERFORM THE TAKEOFF IN THAT AIRCRAFT UNDER THE CIRCUMSTANCES.

Brief of Accident (Continued)

File No. - 2368

8/16/82

NEAR SKWENTNA, AK

A/C Reg. No. N79SC

Time (Lcl) - 1200 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2259 8/22/82 MINCHUMINA,AK A/C Reg. No. N88264 Time (Lcl) - 0900 ADT

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

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

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

Make/Model - CITABRIA 8GCBC	Eng Make/Model - LYCOMING VO-360	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FAIRBANKS.AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 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.CFI	Current - YES	Total - 2125
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 77
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SELECTED A PROPOSED LANDING SITE ADJACENT TO A LAKE, & AFTER 4 OR 5 LOW PASSES DECIDED TO "DRAG" THE SITE BY ROLLING THE MAIN GEAR ON THE GROUND TO DETERMINE ITS SUITABILITY FOR A LANDING. THE PLT INTENDED TO MARK THE GROUND WITH THE ACFT TIRES & THEN CIRCLE THE SITE & MAKE A FINAL DETERMINATION. AS THE PLT STARTED TO DRAG THE SITE & THE ACFT SETTLED INTO THE GRASS, THE TIRES CONTACTED ABOUT 3 INCHES OF STANDING WATER & THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2259

8/22/82

MINCHUMINA, AK

A/C Reg. No. N88264

Time (Lc1) - 0900 ADT

Occurrence NOSE OVER
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - WET
2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
3. UNSUITABLE TERRAIN - NOT IDENTIFIED - 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. - 2261 8/27/82 HEALY,AK A/C Reg. No. N4830U Time (Lcl) - 0930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - CESSNA TU206
Landing Gear - AMPHIBIAN
Max Gross Wt - 3600
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/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 - 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

MINE STRIP
Runway Ident - 31
Runway Lth/Wid - 1800/ 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)
COMMERCIAL
SE LAND,SE SEA

Age - 41

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- 0
Make/Model-	1868	Last 30 Days-	UNK/NR
Instrument-	30	Last 90 Days-	79

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED & THE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.

Brief of Accident (Continued)

File No. - 2261

8/27/82

HEALY,AK

A/C Reg. No. N4830U

Time (Lcl) - 0930 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR - OVERLOAD
5. LANDING GEAR - FAILURE, TOTAL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2381 8/28/82 SOLDOTNA, AK A/C Reg. No. N9804E Time (Lcl) - 1230 ADT

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

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

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

Make/Model - AERONCA 11AC	Eng Make/Model - CONTINENTAL C-85-8F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		SOLDOTNA AIRPORT
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4973/ 130
Cloud Conditions(1st) - 5000 FT BROKEN	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 15
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TAKEOFFS AND LANDINGS. HE STATED THAT DURING A LANDING, THE AIRCRAFT GROUND LOOPED TO THE LEFT, WENT OFF THE RUNWAY AND WENT INTO SOFT DIRT. WHEN THE SOFT DIRT WAS ENCOUNTERED, THE LANDING GEAR AND PROPELLER WERE DAMAGE.

Brief of Accident (Continued)

File No. - 2381

8/28/82

SOLDOTNA, AK

A/C Reg. No. N9804E

Time (Lcl) - 1230 ADT

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
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2371 8/31/82 NEAR SKWENTNA, AK A/C Reg. No. N41755 Time (Lcl) - 1730 ADT

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

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

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

Make/Model - DEHAVILLAND DHC-3	Eng Make/Model - P & W R-1340-AN2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 8000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 16	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	KUSKOKWIM RIVER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALMER, AK	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 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)
ATP,CFI	Current - YES	Total - 6600
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 570
		Last 30 Days- UNK/NR
		Last 90 Days- 114
		Multi-Eng - 3015

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A POWER LOSS & A FORCED LANDING WAS MADE ON A SANDBAR. DURING THE LANDING ROLL THE ACFT STRUCK A LOG, FOLDING THE MAIN GEAR. ENG TEARDOWN REVEALED A FAILED NO.4 ARTICULATING ROD. THE ROD SEPARATED JUST ABOVE THE KNUCKLE PIN AREA.

Brief of Accident (Continued)

File No. - 2371

8/31/82

NEAR SKWENTNA, AK

A/C Reg. No. N41755

Time (Lcl) - 1730 ADT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
-

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

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

Finding(s)

3. TERRAIN CONDITION - SAND BAR
-

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

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2201 9/02/82 FAIRBANKS,AK A/C Reg. No. N3299Q Time (Lcl) - 0832 ADT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	COMMUTER	SUBSTANTIAL						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-TAKEOFF			0	0	0	1	
							5	

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

Make/Model	- CESSNA 402	Eng Make/Model	- CONTINENTAL TSIO-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 9	Rated Power	- 280 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	METRO	
Wind Dir/Speed	- VARIABLE-UNK/NR	Runway Ident	- 06
Visibility	- 80.0 SM	Runway Lth/Wid	- 4600/ 100
Cloud Conditions(1st)	- 6500 FT SCATTERED	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 8000 FT BROKEN	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total	- 2546
ME LAND	Months Since - 3	Make/Model	- 110
	Aircraft Type - UNK/NR	Instrument	- 204
		Multi-Eng	- 820
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING TAXI THERE WAS A LIGHT TRACE OF DEW ON THE WINDSHIELD. THE PASSENGER STATED THAT DURING THE INITIAL APPLICATION OF TAKEOFF POWER THE WINDSHIELD BECAME FOGGED & COMPLETELY OBSCURED FORWARD VISIBILITY. THE PLT'S ATTENTION WAS ALSO CONCENTRATED ON THE ENG INSTRUMENTS. AN ON-SITE INVESTIGATION SHOWED THAT THE ACFT TRAVELLED IN A STRAIGHT LINE FROM POINT OF TAKEOFF. THERE WAS NO EVIDENCE OF TIRE MARKS TO INDICATE USE OF BRAKING.

Brief of Accident (Continued)

File No. - 2201

9/02/82

FAIRBANKS, AK

A/C Reg. No. N3299Q

Time (Lcl) - 0832 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
8. LANDING GEAR, NOSE GEAR - OVERLOAD
9. 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) 1,3,4

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. - 2219 9/05/82 KENAI, AK A/C Reg. No. N6957K Time (Lcl) - 0847 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

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

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

Make/Model - PIPER PA-20
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 080/011 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 8000 FT BROKEN
Cloud Conditions(2nd) - 12000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ILIAMNA, AK
Destination
KENAI, AK

ATC/Airspace

Type of Flight Plan - VFR
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)
UNK/NR

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

Medical Certificate - UNK/NR
Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

AT 0837 THE PLT CALLED KENAI TOWER & REPORTED 8 MI WEST INBOUND FOR LANDING. AT 0845 HE REPORTED THAT HE WOULD BE LANDING ON THE BEACH. AT 0847 HE REPORTED THAT HE WOULD NOT MAKE THE BEACH & WOULD BE GOING INTO THE WATER. THE ACFT & OCCUPANTS WERE NOT RECOVERED. THE PLT'S FLIGHT PLAN WAS FOR 2+30. & HIS REPORTED FUEL ABOARD WAS 3+00. THE ACTUAL FLT TIME WAS 2+22. DURING HIS WX BRIEFING THE PLT WAS ADVISED THAT LAKE CLARK PASS WAS FORECAST TO BE MARGINAL TO CLOSED. HE WAS ALSO ADVISED THAT VFR FLT WAS NOT RECOMMENDED DUE TO FORECAST CEILINGS BELOW 1,000 FT & VISIBILITIES BELOW 3 MI FOR THE BRISTOL BAY AREA. ACFT DAMAGE & INJURY INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 2219

9/05/82

KENAI, AK

A/C Reg. No. N6957K

Time (Lcl) - 0847 AST

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2267 9/06/82 PORT MOLLER, AK A/C Reg. No. N4022B Time (Lcl) - 1615 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - DEHAVILLAND BEAVER U-64
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5100
No. of Seats - 8

Eng Make/Model - P & W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 400 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 270/020 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 700 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BEACH SITE, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PORT MOLLER
Runway Ident - 19
Runway Lth/Wid - 3500/ 100
Runway Surface - GRAVEL
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2602	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING TAKEOFF CLIMB GUSTS CAUSED AIRCRAFT TO ROLL. WING CONTACTED THE GROUND AND AIRCRAFT CARTWHEELED. WIND WAS 20 KTS GUSTING TO 45 KTS.

Brief of Accident (Continued)

File No. - 2267

9/06/82

PORT MOLLER, AK

A/C Reg. No. N4022B

Time (Lcl) - 1615 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2217 9/06/82 MT. RANGE, AK A/C Reg. No. N62972 Time (Lcl) - 1630 ADT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	UNIMPROVED AIRSTRIP
Wind Dir/Speed- 080/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 150
Cloud Conditions(1st) - 6000 FT SCATTERED	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)
COMMERCIAL	Current - YES	Total - 3057
SE LAND, ME LAND	Months Since - 14	Make/Model- 92
	Aircraft Type - KC-135	Instrument- 1480
		Multi-Eng - 2748
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 126

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DOWNHILL TAKEOFF INTO GUSTY CROSSWIND RAISED WING WHICH PILOT COULD NOT CONTROL WITH AILERON. WING DRAGGED AND AIRCRAFT NOSED OVER AFTER 200 FOOT ROLL.

Brief of Accident (Continued)

File No. - 2217

9/06/82

MT. RANGE, AK

A/C Reg. No. N62972

Time (Lcl) - 1630 ADT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - 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) 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. - 2293

9/09/82

NEAR ANCHORAGE, AK

A/C Reg. No. N2584V

Time (Lcl) - 1700 ADT

-----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 - TAKEOFF

Fire
NONE

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

Make/Model - CESSNA 170
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 150/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 4000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALEXANDER CREEK, 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 - 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 - 34

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 143	Last 24 Hrs - 1
Make/Model- 143	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

PILOT TRIED STOP LANDING ON SANDBAR HE HAD DONE TOUCH AND GO LANDINGS ON. SAND WAS SOFT AND FLYING SPEED NOT ATTAINED BEFORE CURVE IN SANDBAR DURING TAKEOFF ATTEMPT. PILOT COULD NOT NEGOTIATE TURN AND CONTINUED INTO RIVER.

Brief of Accident (Continued)

File No. - 2293

9/09/82

NEAR ANCHORAGE, AK

A/C Reg. No. N2584V

Time (Lcl) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - SAND BAR
 2. TERRAIN CONDITION - SOFT
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
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) 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. - 2324 9/09/82 FAIRBANKS, AK A/C Reg. No. N9489K Time (Lcl) - 1830 ADT

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

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

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

Make/Model	- STINSON 108	Eng Make/Model	- FRANKLIN 6A416S	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2078	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 165 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		PRIVATE FIELD
Wind Dir/Speed	- 240/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 29
Cloud Conditions(1st)	- 2900 FT OVERCAST	Type of Clearance	- 1100/ 50
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- RAIN		- SOFT
Condition of Light	- DUSK		

-----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 - 626	Last 24 Hrs - 0
SE LAND	Months Since - 7	Make/Model - 503	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 49	Last 90 Days - 11
		Multi-Eng - 3	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES DURING FINAL APPROACH. THE PLT REPORTED HE ENCOUNTERED A DOWNDRAFT TYPE OF WINDSHEAR.

Brief of Accident (Continued)

File No. - 2324

9/09/82

FAIRBANKS,AK

A/C Reg. No. N9489K

Time (Lcl) - 1830 ADT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. WEATHER CONDITION - DOWNDRAFT
3. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

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. - 2323 9/13/82 KOTZEBUE, AK A/C Reg. No. N60844 Time (Lcl) - 1300 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
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA A185F
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/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- 010/013 KTS
Visibility - 30.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RALPH WIEN MEMORIAL
Runway Ident - 08
Runway Lth/Wid - 5900/ 100
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 - 17
Aircraft Type - UNK/NR

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

Total	- 353	Last 24 Hrs	- 3
Make/Model-	172	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	53

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE WIND WAS FROM 010 DEG AT 13, GUSTING 16 TO 17 KTS. HE STATED THAT IF RUNWAY 35 HAD BEEN USED FOR DEPARTURE, THERE WOULD HAVE BEEN A DELAY DUE TO OTHER AIRCRAFT. THEREFORE, HE DECIDED TO EXPEDITE HIS DEPARTURE BY USING RUNWAY 08. THE PILOT STATED THAT HE MADE A NORMAL CROSSWIND TAKEOFF AND LIFTED OFF AT A HIGHER THAN NORMAL SPEED. JUST AFTER LIFT-OFF, HE ENCOUNTERED A GUST OF WIND AND THE PLANE YAWED TO THE LEFT. SUBSEQUENTLY, THE AIRCRAFT DESCENDED BACK TO THE RUNWAY WHILE THE NOSE WAS ANGLED TO THE LEFT. AFTER CONTACTING THE RUNWAY THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2323

9/13/82

KOTZEBUE, AK

A/C Reg. No. N60844

Time (Lcl) - 1300 ADT

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

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2248 9/16/82 ANCHORAGE, AK A/C Reg. No. N3829M Time (Lcl) - 1624 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	1	0	0
Pass	0	2	0	0

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

Make/Model - PIPER PA-12
Landing Gear - FLOAT
Max Gross Wt - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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- 210/010 KTS

Visibility - 60.0 SM

Cloud Conditions(1st) - 6000 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SHIRLEY LAKE, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

LAKE HOOD

Runway Ident - 18

Runway Lth/Wid - 1000 -UNK/NR

Runway Surface - WATER

Runway Status - WATER - CALM

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 614

Make/Model- 147

Instrument- 45

Multi-Eng - 11

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 192

Rotorcraft - 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO LIFT OFF AT THE END OF THE LAKE, TURN DOWNWIND & STALL, THE ACFT WAS OVER MAX TAKEOFF GROSS WEIGHT & THE REAR CG WAS BEYOND THE AFT LIMIT.

Brief of Accident (Continued)

File No. - 2248

9/16/82

ANCHORAGE, AK

A/C Reg. No. N3829M

Time (Lcl) - 1624 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2374 10/23/82 NEAR HOMER, AK A/C Reg. No. N6871X Time (Lcl) - 1515 ADT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOMER, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC		GRAVEL BAR
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 278
SE LAND	Months Since - 16	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 278
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO LAND ON A GRAVEL BAR. HE MADE A TOUCH-AND-GO, THEN RETURNED FOR A FULL STOP LANDING. DURING THE LANDING, HE DECIDED THERE WAS INSUFFICIENT ROOM TO STOP. HE APPLIED FULL POWER TO INITIATE A GO-AROUND AND SAW A LOG IN THE TAKEOFF PATH. THE AIRCRAFT LIFTED OFF THE GRAVEL BAR AND THE PILOT PULLED THE YOKE AFT TO CLEAR THE LOG. THE LANDING GEAR CLEARED, BUT THE TAIL STRUCK THE LOG. THE NOSE PITCHED DOWN AND THE NOSEWHEEL STRUCK THE GROUND HARD. SUBSEQUENTLY, THE AIRCRAFT BOUNCED ABOUT FOUR TIMES, THEN ENCOUNTERED ABOUT TWO FEET OF WATER IN THE RIVER AND TURNED OVER.

Brief of Accident (Continued)

File No. - 2374

10/23/82

NEAR HOMER, AK

A/C Reg. No. N6871X

Time (Lcl) - 1515 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2312

7/13/82

WETUMPKA,AL

A/C Reg. No. N7234

Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAXI

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - PRATT&WHITNEY R-985

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 20.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity
ON AIRPORT

Airport Data

WETUMPKA MUNICIPAL ARPT.

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

Age - 39

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 8000

Last 24 Hrs - UNK/NR

SE LAND,ME LAND,ME SEA

Months Since - 3

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - C-150

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING ONTO THE RUNWAY WITH A LOAD OF INSECTICIDE, THE LEFT MAIN LANDING GEAR STRUT FAILED. THE FAILURE OCCURRED ABOUT 2 INCHES FROM THE FUSELAGE ATTACH POINT.

Brief of Accident (Continued)

File No. - 2312

7/13/82

WETUMPKA,AL

A/C Reg. No. N7234

Time (Lcl) - 1730 CDT

Occurrence MAIN GEAR COLLAPSED

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2380

8/02/82

WETUMPKA,AL

A/C Reg. No. N8801F

Time (Lcl) - 0745 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

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

Make/Model - HUGHES 269A

Landing Gear - SKID

Max Gross Wt - 1575

No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-A1A

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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

HELICOPTER

Age - 34

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 225

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 47

Rotorcraft - 225

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AT THE END OF A SPRAY RUN, THE ENGINE LOST POWER. HE STATED THAT THE ENGINE RPM DROPPED TO ZERO, THE AIRSPEED WAS ZERO, AND HE ESTABLISHED AN AUTOROTATION. ACCORDING TO THE PILOT, THE HELICOPTER TOUCHED DOWN ON ROUGH HILLY TERRAIN, BOUNCED AND ROLLED OVER ON ITS RIGHT SIDE. LATER, WHEN THE AIRCRAFT WAS RECOVERED, A CRACK WAS FOUND IN THE FUEL SERVO UNIT ADJACENT TO THE MIXTURE ADJUSTMENT. REPORTEDLY, THIS CRACK WOULD HAVE ADMITTED EXCESSIVE AMOUNTS OF AIR INTO THE SERVO UNIT AND WOULD HAVE RESULTED IN A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2380

8/02/82

WETUMPKA,AL

A/C Reg. No. N8801F

Time (Lc1) - 0745 CDT

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

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - CRACKED
-

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 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

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. - 2268 9/16/82 SOCIETY HILL,AL A/C Reg. No. N48636 Time (Lcl) - 0900 CDT

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

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

-----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	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- 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	- CALM	AG STRIP	
Visibility	- 15.0 SM	Runway Ident	- 36
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 2000 -UNK/NR
Cloud Conditions(2nd)	- NONE	Runway Surface	- GRASS/TURF
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 2599
SE LAND,ME LAND	Months Since - 16	Make/Model	- 800
	Aircraft Type - C-170	Instrument	- UNK/NR
		Multi-Eng	- 61
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 175
		Rotorcraft	- 538

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LOST POWER DURING TAKEOFF AND NOSED OVER DURING EMERGENCY LANDING IN A COTTON FIELD. TAKEOFF WEIGHT WAS OVER CERTIFICATED GROSS LIMIT.

Brief of Accident (Continued)

File No. - 2268

9/16/82

SOCIETY HILL, AL

A/C Reg. No. N48636

Time (Lcl) - 0900 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRCRAFT WEIGHT AND BALANCE - INACCURATE - PILOT IN COMMAND
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)
4. TERRAIN CONDITION - CROP

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

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

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. - 2279 9/28/82 MISSING AIRCRAFT,AO A/C Reg. No. N5999 Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH H35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARSH HARBOR,BH
Destination
FT. PIERCE,FL

ATC/Airspace

Type of Flight Plan - VFR
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 - 58
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	500
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Make/Model	- UNK/NR
Instrument	- UNK/NR
Multi-Eng	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT MISSING ON A FLIGHT FROM MARSH HARBOUR BAHAMAS TO FT. PIERCE FL. THUNDERSTORMS WERE ALONG THE PROPOSED ROUTE. LAST RECORDED POSITION ON RADAR DATA LOG WAS AT 27-06-13 NORTH AND 79-27-58 WEST. NO RADIO COMMUNICATIONS WERE REPORTED WITH FLIGHT AFTER DEPARTURE. RADAR PLOT WAS UNCONFIRMED AS TO IDENTITY BECAUSE OF LACK OF CONTACT. SEARCH FOR AIRCRAFT BY COAST GUARD SUSPENDED ON 10/7/82. AIRCRAFT DAMAGE AND INJURIES PRESUMED.

Brief of Accident (Continued)

File No. - 2279

9/28/82

MISSING AIRCRAFT, A0

A/C Reg. No. N5999

Time (Lc1) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation • UNKNOWN

Finding(s)

1. UNDETERMINED
- 2.. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)

-----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. - 2278 11/20/82 35 NM W. ANDROS ISL.,AO A/C Reg. No. N2488S Time (Lcl) - 1845 EST

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

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

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

Make/Model - CESSNA 337	Eng Make/Model - CONTINENTAL IO-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4648	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	BIMINI BAHAMAS,AO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GREAT INAGUA,AO	Runway Ident - N/A
Wind Dir/Speed- 120/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - CONTROLLED VFR	Runway Status - N/A
Cloud Conditions(2nd) - 5000 FT SCATTERED	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

-----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 - 730
SE LAND,ME LAND	Months Since - 18	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 18
		Multi-Eng - 470
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

PILOT 60 MILES FROM DESTINATION WAS DIVERTED TO NASSAU BECAUSE OF APPROACHING DARKNESS AND NO IFR FLIGHT PLAN ON N2488S. PILOT SAID HE WAS NOT IFR RATED AND DID NOT HAVE ENOUGH FUEL FOR TRIP TO NASSAU. NASSAU INSISTED UNTIL IT WAS DARK AND THEN RELENTED BY CLEARING N2488S TO LAND ANYWHERE. NO LAND IN SIGHT SO PILOT LANDED BY LIGHT OF SHIP AND WAS RESCUED BY COAST GUARD. AIRCRAFT SANK IN 4000 FT. OF WATER.

Brief of Accident (Continued)

File No. - 2278

11/20/82

35 NM W. ANDROS ISL., A0

A/C Reg. No. N24885

Time (Lcl) - 1845 EST

Occurrence DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. ARTCC SERVICE - POOR - ATC PERSONNEL(ARTCC)
4. 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

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. - 2387 6/06/82 LEHI, AR A/C Reg. No. N83654 Time (Lcl) - 1940 CDT

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

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

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WEST MEMPHIS, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	WEST MEMPHIS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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 - UNK/NR	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BELIEVED TO HAVE DEPARTED THE WEST MEMPHIS ARPT AT APPROXIMATELY 1900. THE ACFT WAS FOUND AT APPROXIMATELY 2000 IN AN OPEN FIELD 2 MI SW OF THE ARPT. THE ACFT HAD COLLIDED WITH THE GROUND VERY HARD IN A NOSE DOWN CONDITION. NEITHER OCCUPANT POSSESSED A PILOT CERTIFICATE ALTHOUGH THE PLT IN THE FRONT SEAT WAS ISSUED A 3RD CLASS MEDICAL/STUDENT PLT CERTIFICATE ON 3/23/76. HE HAD ALSO RECENTLY PURCHASED THE ACFT ON 4/7/82. THE PLT'S BLOOD ALCOHOL LEVEL WAS 179 MG% & THE PASSENGER'S BLOOD ALCOHOL LEVEL WAS 83 MG%.

Brief of Accident (Continued)

File No. - 2387

6/06/82

LEHI,AR

A/C Reg. No. N83654

Time (Lcl) - 1940 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2306 8/06/82 SPRINGDALE, AR A/C Reg. No. N7176R Time (Lcl) - 0100 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - NO -N/A
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	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- CALMABLE	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - MACADAM
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 269
SE LAND	Months Since - 46	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 101
		Last 30 Days- UNK/NR
		Instrument- 27
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED TAHT THE AIRCRAFT WAS AT 4200 FT DESCENDING WHEN THE ENGINE SUDDENLY LOST POWER. HE WAS UNABLE TO GLIDE TO AN AIRPORT SO HE LANDED ON A ROAD. DURING THE LANDING, THE RIGHT WING HIT A ROAD SIGN AND WAS SUBSTANTIALLY DAMAGED. AFTER LANDING, THE ENGINE WOULD OPERATE UP TO ABOUT 1500 RPM. A MECHANIC STATED THAT THERE WAS A BLOCKAGE BETWEEN THE FUEL SELECTOR AND THE ENGINE.

Brief of Accident (Continued)

File No. - 2306

8/06/82

SPRINGDALE, AR

A/C Reg. No. N7176R

Time (Lcl) - 0100 CDT

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

Finding(s)
1. FUEL SYSTEM - BLOCKED(PARTIAL)
2. FLUID, FUEL - STARVATION

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

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

Finding(s)
3. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2304

8/11/82

DES ARC,AR

A/C Reg. No. N4952Y

Time (Lcl) - 0930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Fire

Crew

Pass

NONE

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

Make/Model - PIPER PA-25-260C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-G1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
DES ARC,AR
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-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1286
Last 24 Hrs - 3
Make/Model- 115
Last 30 Days- UNK/NR
Instrument- 106
Last 90 Days- UNK/NR
Multi-Eng - 283

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PULLING UP FROM A SWATH RUN, THE AIRCRAFT BEGAN TO SETTLE, THEN COLLIDED WITH THE GROUND. THIS OCCURRED AFTER THE PILOT HAD DISPENSED ALL OR NEARLY ALL OF HIS LOAD.

Brief of Accident (Continued)

File No. - 2304

8/11/82

DES ARC,AR

A/C Reg. No. N4952Y

Time (Lc1) - 0930 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. AIRSPEED - NOT MAINTAINED - 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) 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. - 2346 11/19/82 MT. VERNON, AR A/C Reg. No. N42562 Time (Lcl) - 1750 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FORT SMITH, AR	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	HEBER SPRINGS, AR	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DUSK		

-----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 - 305
SE LAND	Months Since - 5	Make/Model- 198
	Aircraft Type - C-150	Instrument- UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT OF TWO ACFT (A C-150 & N42562) DEPARTED HEBER SPRINGS & WERE IN RADIO CONTACT DURING THE FLT. N42562 REPORTED OVER THE CONWAY, AR ARPT AT 2,000 FT WITH GOOD VISIBILITY BUT INDICATED THAT THERE WAS AN AREA OF RAIN BETWEEN CONWAY & HEBER SPRINGS. THE PLT OF THE C-150 ADVISED N42562 TO RETURN TO CONWAY & LAND IF THERE WAS ANY DOUBT AS TO HIS ABILITY TO MAINTAIN VFR ENROUTE. THERE WERE NO FURTHER TRANSMISSIONS BETWEEN THE TWO ACFT. THE C-150 LANDED AT HEBER SPRINGS & INITIATED SEARCH & RESCUE OPERATIONS.

Brief of Accident (Continued)

File No. - 2346

11/19/82

MT. VERNON, AR

A/C Reg. No. N42562

Time (Lcl) - 1750 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - 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. - 2344 3/16/82 TUCSON,AZ A/C Reg. No. N184VB Time (Lcl) - 0130 MST

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

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

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

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-CB8	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 - UNK/NR
No. of Seats - 6	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PHOENIX,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TUCSON,AZ	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) - 4600 FT OVERCAST	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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10806
SE LAND,ME LAND	Months Since - 17	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 180
		Last 30 Days- UNK/NR
		Instrument- 725
		Last 90 Days- 285
		Multi-Eng - 4743
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED PHOENIX AT 0045 FOR THE THIRD LEG OF A SIX LEG BANK RUN BETWEEN PHOENIX & TUCSON INTL ARPT. HE WAS IN CONTACT WITH THE PHOENIX TRACON DURING DEPARTURE & WAS RELEASED AT THE TOLTEC INTERSECTION (V16) AT 5,500 FT. THERE WAS NO FURTHER RADIO CONTACT WITH THE ACFT. BOTH TUCSON TRACON & TOWER WERE SHUT DOWN AFTER MIDNIGHT. THE ACFT OVERFLEW TUCSON INTL ARPT & IMPACTED A MOUNTAIN AT 5,200 FT MSL IN A SLIGHT NOSE DOWN ATTITUDE (2-3 DEG). A STRAIGHT LINE DRAWN FROM THE TOLTEC INTERSECTION THROUGH TUCSON INTL ARPT INTO THE SANTA RITA MOUNTAINS, SPECIFICALLY MT. FAGAN, WILL LOCATE THE APPROXIMATELY SITE OF THE CRASH. THE PLT WAS UP BY 0815 ON 3/15/82. LATER IN THE DAY HE FLEW ANOTHER BE-58 SORTIE (1630-1730) GIVING A PILOT CHECK-OUT FOR A COMMERCIAL OPERATOR. HE THEN RETURNED HOME FOR SUPPER & FINALLY REPORTED FOR NORMAL DUTY AT 2130.

Brief of Accident (Continued)

File No. - 2344

3/16/82

TUCSON, AZ

A/C Reg. No. N184VB

Time (Lcl) - 0130 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2360 8/17/82 BUCKEYE,AZ A/C Reg. No. N733QE Time (Lcl) - 1830 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 -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	YUMA,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BUCKEYE,AZ	HOLLY AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2740 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
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 - 163
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A FLIGHT TO A PRIVATE DIRT STRIP. WHILE ON FINAL APPROACH TO LAND, THE SUN WAS IN HIS EYES AND HE DID NOT SEE A 3 FT HIGH MOUND OF DIRT NEAR THE THRESHOLD. THE LEFT MAIN GEAR HIT THE DIRT AND SHEARED FROM THE AIRCRAFT. AFTER TOUCHDOWN, THE AIRCRAFT VEERED TO THE LEFT INTO A CONCRETE DITCH.

Brief of Accident (Continued)

File No. - 2360

8/17/82

BUCKEYE.AZ

A/C Reg. No. N733QE

Time (Lcl) - 1830 MST

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. TERRAIN CONDITION - DIRT BANK
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR,MAIN 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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2272 9/23/82 MAGMA,AZ A/C Reg. No. N6602 Time (Lcl) - 0500 MST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 225/001 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</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 - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</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 - 16500</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 2500</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 1050</td> <td>Last 90 Days- 400</td> </tr> <tr> <td>Multi-Eng - 3165</td> <td></td> </tr> </table>	Total - 16500	Last 24 Hrs - 2	Make/Model- 2500	Last 30 Days- UNK/NR	Instrument- 1050	Last 90 Days- 400	Multi-Eng - 3165	
Total - 16500	Last 24 Hrs - 2									
Make/Model- 2500	Last 30 Days- UNK/NR									
Instrument- 1050	Last 90 Days- 400									
Multi-Eng - 3165										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ENG BECAME ROUGH & LOSING POWER. THE PLT OBSERVED LONG STREAKS OF RED FLAME POURING FROM THE EXHAUST. THE PESTICIDE WAS JETTISONED & AN ATTEMPT WAS MADE TO RETURN TO THE STRIP. THE ENG CONTINUED TO LOSE POWER & QUIT COMPLETELY JUST SHORT OF THE STRIP AT 75 FT AGL. THE ACFT STRUCK A CEMENT IRRIGATION DITCH ON TOUCHDOWN. THERE WERE NO ENG MALFUNCTIONS FOUND DURING AN ENG TEST RUN AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2272

9/23/82

MAGMA,AZ

A/C Reg. No. N6602

Time (Lcl) - 0500 MST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

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

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

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

Finding(s)
3. LIGHT CONDITION - DARK NIGHT
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) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2372 12/04/82 PEORIA, AZ A/C Reg. No. N195JB Time (Lcl) - 1116 MST

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

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

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

Make/Model - CESSNA 195B	Eng Make/Model - JACOBS R-755	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 5	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		GLENDAL AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 60
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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10000
SE LAND,ME LAND,SE SEA	Months Since - 7	Make/Model- 750
	Aircraft Type - UNK/NR	Instrument- 75
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE TOOK OFF TO FLIGHT TEST THE AIRCRAFT. AFTER TAKEOFF, HE TURNED DOWNWIND TO STAY IN THE TRAFFIC PATTERN. ON DOWNWIND, THE POWER WAS REDUCED TO MAINTAIN SPACING BEHIND A CESSNA 150. WHEN THIS WAS ACCOMPLISHED, THE ENGINE POWER BEGAN TO DETERIORATE. DUE TO THE TRAFFIC, THE PILOT ELECTED TO MAKE A FORCED LANDING IN A FIELD, SHORT OF THE RUNWAY. DURING THE LANDING, THE RIGHT GEAR COLLAPSED. THE PASSENGER AND THE OWNER SUSPECTED POSSIBLE CARBURETOR ICE, BUT THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2372

12/04/82

PEORIA,AZ

A/C Reg. No. N195JB

Time (Lcl) - 1116 MST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. UNDETERMINED

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

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
2. 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. - 2347 5/16/82 VAN NUYS, CA A/C Reg. No. N8089N Time (Lcl) - 1247 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-201T
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIQ-360-FB
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 - BRFG RCVD. SOURCE UNK
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir./Speed - 120/008 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
SANTA MONICA, CA
Destination
PORTERVILLE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

VAN NUYS
Runway Ident - 16
Runway Lth/Wid - 8000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	385	Last 24 Hrs	-	1
Make/Model	-	1	Last 30 Days	-	UNK/NR
Instrument	-	64	Last 90 Days	-	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT AT ABOUT 1500 FT, THE ENGINE SUDDENLY LOST POWER AND THE PROPELLER STOPPED TURNING. THE PILOT ATTEMPTED A RESTART, BUT THE STARTER WOULD NOT TURN THE PROPELLER. THE PILOT MANEUVERED TO MAKE A FORCED LANDING AT THE VAN NUYS AIRPORT. THE AIRCRAFT CRASH LANDED BETWEEN RUNWAYS 16L AND 16R WHILE IT WAS STILL IN A TURN. WHILE RECOVERING THE AIRCRAFT, A HOLE WAS FOUND IN THE TOP RIGHT SIDE OF THE ENGINE. A DISASSEMBLE AND INSPECTION OF THE ENGINE REVEALED THE NUMBER TWO CONNECTING ROD, PN 642130, HAD FAILED FROM FATIGUE DUE TO PARTIAL SURFACE DECARBURIZATION.

Brief of Accident (Continued)

File No. - 2347

5/16/82

VAN NUYS,CA

A/C Reg. No. N8089N

Time (Lcl) - 1247 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
-

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

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2390 6/05/82 LIVERMORE,CA A/C Reg. No. N1914S Time (Lcl) - 1625 PDT

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

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

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

Make/Model - SAVAGE SKYBOLT	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 270/012 KTS	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 - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 10	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) - AIRPLANE

-----Narrative-----

AFTER THE ENG QUIT WITNESSES OBSERVED THE ACFT NOSE OVER TO ABOUT A 30-45 DEG NOSE DOWN ATTITUDE. NO USABLE FUEL WAS FOUND IN THE ACFT. THE ACFT HAS A SECTION OF CLEAR PLASTIC TUBING ON THE OUTSIDE OF THE FUEL TANK THAT IS USED AS THE FUEL GAUGE. IT WOULD BE DIFFICULT IF AT ALL POSSIBLE TO SEE THE GAUGE FROMT HE REAR COCKPIT OCCUPIED BY THE PLT.

Brief of Accident (Continued)

File No. - 2390

6/05/82

LIVERMORE,CA

A/C Reg. No. N1914S

Time (Lc1) - 1625 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)

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

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

----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. - 2258 7/15/82 LANCASTER,CA A/C Reg. No. N4589 Time (Lcl) - 0630 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	0	1	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	0	0	0	0
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	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- 260/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5500
SE LAND,ME LAND	Months Since - 4	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
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS SPRAYING VERY LOW DUE TO WIND CONDITIONS. ACFT STRUCK A WATER SPRINKLER & IMMEDIATELY CAUGHT ON FIRE.

Brief of Accident (Continued)

File No. - 2258

7/15/82

LANCASTER,CA

A/C Reg. No. N4589

Time (Lcl) - 0630 PDT

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

Finding(s)

1. TERRAIN CONDITION - OBJECT
 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2361 8/14/82 LIVERMORE, CA A/C Reg. No. N48886 Time (Lcl) - 1030 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	0

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

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

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

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

Weather Data

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LIVERMORE MUNICIPAL
Runway Ident - 25
Runway Lth/Wid - 4000/ 100
Runway Surface - CONCRETE
Runway Status - UNK/NR

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

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

Age - 30
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 - 30
Make/Model- 30
Instrument- 1
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS DEPARTING ON A SOLO CROSS-COUNTRY FLIGHT. HE LOST CONTROL OF THE AIRCRAFT ON THE TAKEOFF ROLL, HIT A DITCH AND NOSED OVER. THE AIRCRAFT OWNER, WHO WAS ALSO HIS INSTRUCTOR, STATED THAT A MODERATE CROSSWIND EXISTED DURING THE TAKEOFF ROLL. THE STUDENT REPORTED THAT THE AIRCRAFT STARTED TO HEAD FOR THE RIGHT SIDE OF THE RUNWAY SND HE OVERCORRECTED WITH RUDDER.

Brief of Accident (Continued)

File No. - 2361

8/14/82

LIVERMORE,CA

A/C Reg. No. N48886

Time (Lc1) - 1030 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2362 8/15/82 SANTA CRUZ,CA

A/C Reg. No. N47325

Time (Lcl) - 0935 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - TAYLORCRAFT DCO-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 130/005 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
SAN JOSE,CA
Destination
SANTA CRUZ,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SKYPARK
Runway Ident - 31
Runway Lth/Wid - 2620/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 400 Last 24 Hrs - 0
Make/Model- 57 Last 30 Days- UNK/NR
Instrument- 44 Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED TRAFFIC TO LAND ON RUNWAY 31 WITH A WIND FROM 130 DEG AT 5 KTS. THE FIRST APPROACH TO LAND WAS HIGH, SO A GO-AROUND WAS MADE. ON THE SECOND APPROACH, THE AIRCRAFT WAS LOW AND FAST. REPORTEDLY, THE AIRCRAFT BEGAN TO VEER TO THE LEFT AFTER TOUCHDOWN AND THE PILOT INITIATED A SECOND GO-AROUND. THE PILOT THEN ABORTED THE GO-AROUND, BUT WAS TOO LATE TO AVOID COLLIDING WITH A PARKED CESSNA 172.

Brief of Accident (Continued)

File No. - 2362

8/15/82

SANTA CRUZ, CA

A/C Reg. No. N47325

Time (Lcl) - 0935 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. GO-AROUND - INITIATED - PILOT IN COMMAND
 5. ABORT - PERFORMED - 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) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2363 8/15/82 SANTA ROSA,CA A/C Reg. No. N25484 Time (Lcl) - 1031 PDT

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

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

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

Make/Model - CESSNA 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 - 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		SANOMA COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5115/ 150
Cloud Conditions(1st) - 20000 FT SCATTERED	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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 14
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SUPERVISED SOLO FLIGHT. HE HAD COMPLETED HIS FIRST LANDING AND WAS FOLLOWING THROUGH ON A TOUCH AND GO WHEN HE LOST DIRECTIONAL CONTROL. THE AIRCRAFT VEERED LEFT, RAN OFF THE SIDE OF THE RUNWAY, HIT A DITCH AND CAME TO REST INVERTED. REPORTEDLY, THE STUDENT HAD LOST CONTROL DURING THE TOUCH AND GO BEFORE HE RETRACTED THE FLAPS FOR TAKEOFF. AFTER THIS MISHAP, THE OPERATOR RECOMMENDED THE FLIGHT INSTRUCTORS HAVE STUDENTS MAKE FULL STOP LANDING ON INITIAL SOLO FLIGHTS, SO THEY WOULD HAVE MORE TIME TO RECONFIGURE THE AIRCRAFT FOR TAKEOFFS.

Brief of Accident (Continued)

File No. - 2363

8/15/82

SANTA ROSA, CA

A/C Reg. No. N25484

Time (Lcl) - 1031 PDT

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2256

8/17/82

SAN CLEMENTE,CA

A/C Reg. No. N739UY

Time (Lcl) - 2230 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -UNKNOWN

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-N2AD

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- UNK/NR

Visibility - 5.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAN DIEGO,CA

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)

PRIVATE

SE LAND

Age - 70

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1177

Make/Model- 943

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT DECLARED MISSING BY WIFE OF PASSENGER. PARTS OF THE AIRCRAFT WERE FOUND BY BOATER AND BEACH WALKERS FROM 8/18 TO 8/25. INJURY INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 2256

8/17/82

SAN CLEMENTE, CA

A/C Reg. No. N739UY

Time (Lc1) - 2230 PDT

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. - 2359 8/21/82 MIRA LOMA,CA A/C Reg. No. N29473 Time (Lcl) - 1030 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 - AERONCA 65-TC	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	RIVERSIDE,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LONG BEACH,CA	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 8000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 15000 FT OVERCAST	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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 800
SE LAND	Months Since - 7	Make/Model- 333
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, HE RAN OUT OF FUEL AND THE PLANE WAS DAMAGED DURING A FORCED LANDING. AN EXAMINATION VERIFIED THERE WAS NO PREIMPACT. STRUCTURAL ENGINE FAILURE. ONLY RESIDUAL FUEL WAS FOUND IN THE FUEL FILTER, CARBURETOR, HEADER TANK AND MAIN TANK.

Brief of Accident (Continued)

File No. - 2359

8/21/82

MIRA LOMA, CA

A/C Reg. No. N29473

Time (Lcl) - 1030 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2358 8/21/82 VENTURA, CA A/C Reg. No. N5ORT Time (Lcl) - 1445 PST

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

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

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

Make/Model	- MIDGET MUSTANG	Eng Make/Model	- LYCOMING O-290	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 1	Rated Power	- 125 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	SANTA PAULA, CA	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC		Runway Ident
Wind Dir/Speed	- 280/014 KTS	ATC/Airspace	- UNK/NR
Visibility	- 10.0 SM	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- 10000 FT SCATTERED	Type of Clearance	- DIRT
Cloud Conditions(2nd)	- 25000 FT BROKEN	Type Apch/Lndg	- SOFT
Obstructions to Vision	- NONE		ROUGH
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 600
SE LAND	Months Since	Make/Model	- 43
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING IN THE VICINITY OF A BEACH AREA, THE ENGINE LOST POWER. THE PILOT LANDED ON A DIRT PARKING AREA NEAR THE BEACH, BUT DID NOT HAVE ROOM TO STOP. IN ORDER TO AVOID SURFERS AND THEIR PARKED VEHICLES, HE INTENTIONALLY RAN THE AIRCRAFT ACROSS AN AREA OF LARGE ROCKS AND ONTO THE SURF. THE AIRCRAFT WAS DESTROYED AND NO PREIMPACT FAILURES WERE VERIFIED.

Brief of Accident (Continued)

File No. - 2358

8/21/82

VENTURA,CA

A/C Reg. No. N50RT

Time (Lcl) - 1445 PST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. OBJECT - OTHER PERSON
3. OBJECT - VEHICLE
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2257 8/30/82 WINTERS,CA A/C Reg. No. N64552 Time (Lcl) - 0917 PDT

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

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

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

Make/Model - LINDGREN EVANS VP-1	Eng Make/Model - VW 1600	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 36 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANTIOCH,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOWERLAKE,CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 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)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT RAN OUT OF FUEL WHILE PLT WAS PRACTICING STALLS.

Brief of Accident (Continued)

File No. - 2257

8/30/82

WINTERS,CA

A/C Reg. No. N64552

Time (Lcl) - 0917 PDT

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

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 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2288

9/18/82

BURBANK,CA

A/C Reg. No. N634NH

Time (Lcl) - 0900 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 - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
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 - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination

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

Airport Proximity
ON AIRPORT

Airport Data
BURBANK-GLENDALE-PASADENA
Runway Ident - 15
Runway Lth/Wid - 7000/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 197
Make/Model- 36
Instrument- UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

PILOT DOING TOUCH AND GO CUT OFF CARB. HEAT WAITED FOR FULL FLAP RETRACTION THEN ADDED POWER FOR TAKEOFF. WHEN PLANE DID NOT CLIMB OUT OF GROUND EFFECT HE CLOSED THROTTLE, LANDED, AND GROUND LOOPED INTO WALL TO AVOID BLAST FENCE HEAD ON.

Brief of Accident (Continued)

File No. - 2288

9/18/82

BURBANK,CA

A/C Reg. No. N634NH

Time (Lc1) - 0900 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. ABORTED TAKEOFF - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - AIRPORT FACILITY
7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

---Probable Cause---

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2281 9/24/82 SANTA ROSA,CA A/C Reg. No. N1163N Time (Lcl) - 0942 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - MOONEY M20K

Eng Make/Model - CONTINENTAL TSIO-360

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2900

Engine Type - RECIP - FUEL INJECTED

Weather Radar - UNK/NR

No. of Seats - 4

Rated Power - 210 HP

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

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 1.5 SM

Cloud Conditions(1st) - 400 FT SCATTERED

Cloud Conditions(2nd) - 1100 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLISTER,CA

Destination

SANTA ROSA,CA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - TOWER

Type Apch/Lndg - VOR/TVOR

Airport Proximity

ON AIRPORT

Airport Data

SONOMA COUNTY

Runway Ident - 32

Runway Lth/Wid - 5115/ 150

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 868

Make/Model- 23

Instrument- 263

Multi-Eng - 413

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT LANDED LONG AFTER ONE MISSED APPROACH AND RAN OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2281

9/24/82

SANTA ROSA, CA

A/C Reg. No. N1163N

Time (Lc1) - 0942 PDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2282

9/26/82

SANTA ROSA,CA

A/C Reg. No. N3579

Time (Lcl) - 1500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - NORTH AMERICAN SNJ-6

Eng Make/Model - P & W R-1340

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL FIXED-MAINS RETRACT

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 5300

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats - 2

Rated Power - 550 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 320/010 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

SONOMA COUNTY

Runway Ident - 32

Runway Lth/Wid - 5115/ 150

Runway Surface - ASPHALT

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 173

Make/Model- 25

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

ENGINE QUIT AT 500 FEET AGL AFTER TAKEOFF. PILOT TURNED BACK BUT OVERSHOT FIELD.

Brief of Accident (Continued)

File No. - 2282

9/26/82

SANTA ROSA, CA

A/C Reg. No. N3579

Time (Lc1) - 1500 PDT

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

Finding(s)
1. UNDETERMINED

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2287

9/26/82

PLACERVILLE, CA

A/C Reg. No. N9620T

Time (Lcl) - 1110 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	1	0
Pass	0	1	0	0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 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
S. LAKE TAHOE, CA
Destination
PLACERVILLE, 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

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1450	Last 24 Hrs	-	0
Make/Model	-	660	Last 30 Days	-	UNK/NR
Instrument	-	6	Last 90 Days	-	64

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATES HE WAS DESCENDING FROM 10,000 FEET TO 8,000 FEET WHEN ENGINE QUIT. FURTHER STATED FUEL WAS ABOVE RED ARC-NO STEEP OR SHARP MANEUVERS. NO MENTION OF RATE OF DESCENT OR DECK ANGLE IN DESCENT. FORCED LANDING WAS MADE CIRCLING TO RIGHT-USEABLE FUEL WAS IN THE RIGHT TANK. LANDING GEAR DOWN AND FULL FLAPS FOR LANDING. LANDING WAS HARD COLLAPSING RIGHT MAIN AND NOSE GEAR. FUEL LATER DRAINED WAS TWO TO THREE GALS. FROM BOTH TANKS. LESS THAN ONE FROM LEFT AND LESS THAN 2 FROM RIGHT TANK. AIRCRAFT REMAINED UPRIGHT. PILOT MADE INITIAL DEPARTURE WITH ZERO FUEL INDICATION ON LEFT TANK AND RIGHT TANK 3/4 FULL.

Brief of Accident (Continued)

File No. - 2287

9/26/82

PLACERVILLE,CA

A/C Reg. No. N9620T

Time (Lc1) - 1110 PDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
 4. GEAR EXTENSION - INTENTIONAL - PILOT IN COMMAND
 5. LOWERING OF FLAPS - PERFORMED - PILOT IN COMMAND
-

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

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

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

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. - 2283 9/27/82 DELANO,CA A/C Reg. No. N48482 Time (Lcl) - 1000 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	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - GRUMMAN G-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 - 4500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	DELANO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 225/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 847
SE LAND	Months Since - 20	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 225
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH WIRES DURING SPRAYING OF GRAPES. NO AIR OR GROUND SURVEY MADE WHICH WAS A NORMAL PROCEDURE.
WORK PRESSURE CREATED THE DEVIATION.

Brief of Accident (Continued)

File No. - 2283

9/27/82

DELAND, CA

A/C Reg. No. N48482

Time (Lc1) - 1000 PDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2317 11/14/82 DEATH VALLEY, CA A/C Reg. No. N1234 Time (Lcl) - 1100 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	1	0	0
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 - LANDING						

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

Make/Model - AMATEUR BUILT QUICKIE Q2	Eng Make/Model - VOLKSWAGEN REVMASER	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 64 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CAMARILLO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DEATH VALLEY, CA	DEATH VALLEY AIRPORT
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 75.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3040/ 72
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 685
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 95
		Last 30 Days- 23
		Instrument- 66
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE WAS ABOUT 100 FROM THE TOUCHDOWN POINT, "THE BOTTOM FELL OUT AND WE HIT GROUND." AN INVESTIGATION REVEALED THAT THE PLANE INITIALLY IMPACTED WITH A 6 FT SAND DUNE ABOUT 60 FT FROM THE APPROACH END OF THE RUNWAY. THERE WAS ANOTHER AIRCRAFT IN THE PATTERN BEHIND N1234. THE PILOT OF THE OTHER PLANE DID NOT SEE THE ACTUAL IMPACT, BUT HE REPORTED THAT N1234 FLEW A LONG DOWNWIND AND A LONG, LOW FINAL APPROACH. HE STATED THAT THE AIR WAS SMOOTH EXCEPT FOR SOME THERMALS ON DOWNWIND. HE SAW THE DUST FROM THE CRASH AND SAID IT ROSE NEARLY STRAIGHT-UP AND DRIFTED GRADUALLY. ALSO, HE NOTICED NO UNUSUAL WEATHER CONDITIONS WHEN HE LANDED.

Brief of Accident (Continued)

File No. - 2317

11/14/82

DEATH VALLEY, CA

A/C Reg. No. N1234

Time (Lcl) - 1100 PST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND

2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. TERRAIN CONDITION - DIRT BANK

4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

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

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. - 2315 8/12/82 MEREDITH, CO A/C Reg. No. N5014F Time (Lcl) - 1815 MDT

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

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

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

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - UNK/NR
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - ROUGH
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 - 2240
SE LAND	Months Since - 22	Make/Model- 1115
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 61
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 242
		Rotorcraft - 2240

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, THE ENGINE LOST POWER WHILE HE WAS OVER STEEP WOODED TERRAIN. HE SPOTTED A CLEARING, BUT HAD TO USE RESIDUAL RPM TO CLEAR TREES DURING THE APPROACH. SUBSEQUENTLY, THE HELICOPTER LANDED HARD AND WAS SUBSTANTIALLY DAMAGED. AN ENGINE TEARDOWN AND SUBSEQUENT TESTS OF THE ENGINE COMPONENTS DID NOT REVEAL ANY EVIDENCE OF MECHANICAL FAILURE THAT WOULD HAVE CONTRIBUTED TO A POWER LOSS OR FLAMEOUT. ELEVATION OF THE ACCIDENT SITE WAS ABOUT 7000 FT MSL.

Brief of Accident (Continued)

File No. - 2315

8/12/82

MEREDITH.CO

A/C Reg. No. N5014F

Time (Lc1) - 1815 MDT

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

Finding(s)
1. UNDETERMINED

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

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

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

Finding(s)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

* File No. - 2252 9/10/82 FALCON,CO A/C Reg. No. N56660 Time (Lcl) - 1335 MDT

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

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

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

Make/Model	- MOONEY M20E	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAME AS ACC/INC		
Completeness	- PARTIAL,LMTD BY PILOT	Destination	Airport Data	
Basic Weather	- VMC	MCALISTER,OK	MEADOW LAKE	
Wind Dir/Speed	- 160/007 KTS	ATC/Airspace	Runway Ident	- 33
Visibility	- 65.0 SM	Type of Flight Plan	Runway Lth/Wid	- 5000/ 35
Cloud Conditions(1st)	- 10000 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 25000 FT SCATTERED	Type Apch/Lndg	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)	
PRIVATE	Current - YES	Total - 572	Last 24 Hrs - 0
SE LAND	Months Since - 16	Make/Model- 180	Last 30 Days- 15
	Aircraft Type - M-20E	Instrument- 40	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS OBSERVED TAKING OFF DOWNWIND ON AN UPHILL GRADIENT RWY. THE ACFT ROTATED SEVERAL TIMES BEFORE LIFTING OFF INTO A 40-45 DEG ANGLE OF CLIMB & STALLING. THE TAKEOFF ROLL WAS STARTED ABEAM THE RUNUP PAD WHICH PROVIDED 3,500 FT FOR TAKEOFF. AN ADDITIONAL 700 FT OF BLACKTOP & 1,300 FT OF USABLE DIRT RWY WAS AVAILABLE SOUTH OF THE RUNUP PAD. THE DENSITY ALTITUDE WAS COMPUTED TO BE 9,887 FT. FLAPS WERE NOT USED. PERFORMANCE DATA FROM THE MANUFACTURER USING FIGURES FOR A M20J (HIGHER PERFORMANCE ACFT) SHOWED THAT UNDER THE EXISTING CONDITIONS & USING TAKEOFF FLAPS OF 15 DEG APPROXIMATELY 2,406 FT WOULD BE REQUIRED FOR THE TAKEOFF ROLL WITH AN ADDITIONAL 15,983 FT REQUIRED TO CLEAR A 50 FT OBSTACLE.

Brief of Accident (Continued)

File No. - 2252

9/10/82

FALCON.CO

A/C Reg. No. N5666Q

Time (Lcl) - 1335 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TAILWIND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
7. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
8. STALL - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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. - 2275 9/14/82 3/4 N.E. OF NUCLA.CO A/C Reg. No. N7446N Time (Lcl) - 1140 MDT

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NUCLA.CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- UNK/NR/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	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) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 4	Make/Model- 505
	Aircraft Type - UNK/NR	Instrument- 90
		Multi-Eng - 350
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MINOR ENG MAINTENANCE WAS PERFORMED BEFORE TAKEOFF. AFTER TAKEOFF THE ENG RAN ROUGH, BACKFIRED & COULD NOT PRODUCE SUFFICIENT POWER TO SUSTAIN FLIGHT. DURING THE LANDING IN AN OPEN FIELD THE HORIZONTAL STABILIZER HIT A FENCE. THE PLT REPORTED THAT EVIDENTLY A VALVE ROCKER BOSS FRACTURED, WITH A PIECE GETTING UNDER THE INTAKE ROCKER ARM HOLDING THE INTAKE OPEN.

Brief of Accident (Continued)

File No. - 2275

9/14/82

3/4 N.E. OF NUCLA,CO

A/C Reg. No. N7446N

Time (Lcl) - 1140 MDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - FAILURE,PARTIAL

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

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

Finding(s)

2. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2369 8/08/82 BURLINGTON, CT A/C Reg. No. N1836A Time (Lcl) - 1300 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	2

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

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

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
JOHNNYCAKE

Runway Ident - 19
Runway Lth/Wid - 2675/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 70

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1989	Last 24 Hrs	-	0
Make/Model	-	1526	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	26

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT BEGAN TAKING OFF ON RUNWAY 19 WITH A RIGHT CROSSWIND. REPORTEDLY, A STRONG GUST OF WIND WAS ENCOUNTERED AND THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY. IT HEADED TOWARD THE OPENING OF A CULVERT THAT WENT UNDER THE RUNWAY. TO AVOID THE OPENING, THE PILOT TURNED THE AIRCRAFT FURTHER LEFT. AFTER THE LEFT TURN, THE PILOT WAS UNABLE TO SLOW THE AIRCRAFT AS IT PROCEEDED DOWNGRADE WITH A QUARTERING TAILWIND. HE TRIED TO MANEUVER THE PLANE BETWEEN THE CULVERT OPENING AND A TREE; HOWEVER, THE LEFT WING TIP STRUCK THE TREE. THE WIND WAS ESTIMATED TO BE FROM 270 DEG AT 15, GUSTING 35 KNOTS.

Brief of Accident (Continued)

File No. - 2369

8/08/82

BURLINGTON, CT

A/C Reg. No. N1836A

Time (Lcl) - 1300 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
 5. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 9. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
 10. MANEUVER - PERFORMED - PILOT IN COMMAND
 11. TERRAIN CONDITION - DOWNHILL
 12. OBJECT - TREE(S)
-

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

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

Factor(s) relating to this accident is/are finding(s) 3,9,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2396 5/24/82 ALPHA,FL A/C Reg. No. N53277 Time (Lcl) - 1200 EDT

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

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		COUNTY LINE AIRPORT
Wind Dir/Speed- 235/002 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 12000
SE LAND,ME LAND	Months Since - 1	Make/Model- 1000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1550
		Multi-Eng - 950
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THE ENGINE BEGAN RUNNING ROUGH AT ABOUT 1000 FT. HE NOTED THAT THE FUEL PRESSURE HAD INCREASED ABNORMALLY AND BLACK PUFFS OF SMOKE WERE COMING OUT OF THE EXHAUST. HE DUMPED HIS LOAD AND GAINED A SMALL AMOUNT OF ALTITUDE. THEN THE ENGINE QUIT. DURING A FORCED LANDING, HE BARELY CLEARED SOME TREES BEFORE THE AIRCRAFT HIT THE GROUND. LATER, THE ENGINE WAS TESTED AND A RUN-UP WAS MADE, BUT THE MALFUNCTION COULD NOT BE DUPLICATED.

Brief of Accident (Continued)

File No. - 2396

5/24/82

ALPHA, FL

A/C Reg. No. N53277

Time (Lc1) - 1200 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 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2384 6/19/82 NEAR STUART, FL A/C Reg. No. N6359F Time (Lcl) - 1312 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 337
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-360
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEBRING, FL
Destination
FREEPORT

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

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	250	Last 24 Hrs -	1
Make/Model-	200	Last 30 Days-	UNK/NR	
Instrument-	UNK/NR	Last 90 Days-	60	
Multi-Eng -	200			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE AN UNEVENTFUL FLIGHT FROM GAINSVILLE TO SEBRING, FL WHERE 3 PASSENGERS WERE DEPLANED. HE THEN DEPARTED ON A VFR FLIGHT TO FREEPORT ON THE GRAND BAHAMA ISLAND. THE PILOT STATED THE HE HAD PROCEEDED ABOUT 30 MILES EAST OF THE FLORIDA COAST WHEN THE REAR ENGINE BEGAN TO MALFUNCTION. HE TURNED BACK TOWARD THE COAST, BUT THE FRONT ENGINE ALSO BEGAN TO MALFUNCTION, SO HE ELECTED TO DITCH THE AIRCRAFT NEAR A BOAT. WHILE DITCHING, HE RECEIVED SERIOUS BACK INJURIES. THE PILOT STATED THAT HE HAD DRAINED ABOUT ONE QUART OF WATER FROM THE FUEL SYSTEM PRIOR TO DEPARTING GAINSVILLE. HE ATTRIBUTED THE ENGINE MALFUNCTIONS TO FUEL CONTAMINATION. HOWEVER, THIS WAS NOT VERIFIED SINCE THE AIRCRAFT SANK IN OCEAN WATERS AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2384

6/19/82

NEAR STUART, FL

A/C Reg. No. N6359F

Time (Lc1) - 1312 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 2327

8/21/82

LANTANA, FL

A/C Reg. No. N68738

Time (Lcl) - 1315 EDT

-----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	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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/006 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	788	Last 24 Hrs	-	3
Make/Model	-	385	Last 30 Days	-	UNK/NR
Instrument	-	5	Last 90 Days	-	19
Multi-Eng	-	4			

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT FLYING 35-40 FT OVER THE OCEAN MAKING BANKS, CLIMBS & DIVES. JUST PRIOR TO CRASHING THE ACFT WAS SEEN TO BE IN A VERY STEEP CLIMB.

Brief of Accident (Continued)

File No. - 2327

8/21/82

LANTANA, FL

A/C Reg. No. N68738

Time (Lc1) - 1315 EDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. BUZZING - PERFORMED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 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. - 2339 9/04/82 HIGH SPRINGS, FL A/C Reg. No. N246OW Time (Lcl) - 1600 EDT

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

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

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

Make/Model - SCHWEIZER SGS 1-26B	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 - 600	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 163
SE LAND	Months Since - 7	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- 4
GLIDER		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9
Instrument Rating(s) - NONE		

-----Narrative-----

THE PILOT WAS ON A ROUND ROBIN CROSS-COUNTRY FLIGHT. ON THE LAST LEG OF THE FLIGHT, HE WAS UNABLE TO LOCATE SUFFICIENT LIFT TO REACH THE DESTINATION. A LARGE, UNOBSTRUCTED FIELD WAS SELECTED FOR A LANDING. HOWEVER, THE FIELD CONTAINED A STAND OF WAIST HIGH COFFEE WEEDS WHICH THE PILOT DID NOT RECOGNIZE FROM THE AIR, HE THOUGHT HE WOULD BE LANDING IN A PASTURE. DURING THE LANDING, THE GLIDER WAS DAMAGED WHEN IT ENCOUNTERED THE TALL WEEDS.

Brief of Accident (Continued)

File No. - 2339

9/04/82

HIGH SPRINGS, FL

A/C Reg. No. N2460W

Time (Lcl) - 1600 EDT

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

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2280 9/13/82 MADISON, FL A/C Reg. No. N1151W Time (Lcl) - 1030 EDT

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

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

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

Make/Model	- BELL 47G4	Eng Make/Model	- LYCOMING VO-540-B1B3	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO	
No. of Seats	- 3	Rated Power	- 280 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- VARIABLE-UNK/NR	Runway Ident
Visibility	- 10.0 SM	- N/A
Cloud Conditions(1st)	- 3000 FT SCATTERED	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	- DAYLIGHT	Runway Status
		- N/A

-----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 - 1960	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 15	Make/Model - 62	Last 30 Days - 8
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 62	Last 90 Days - 250
		Multi-Eng - 19	Rotorcraft - 260

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ENG DID NOT RESPOND WHEN POWER WAS ADDED BEGINNING A SWATH RUN. THE PLT HIT THE DUMP BUTTON TO JETTISON THE LOAD & COLLIDED WITH THE GROUND. ENG TEARDOWN REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2280

9/13/82

MADISON, FL

A/C Reg. No. N1151W

Time (Lcl) - 1030 EDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. LOAD JETTISON - INITIATED - PILOT IN COMMAND
3. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2340 9/17/82 WINTER HAVEN, FL A/C Reg. No. N759UV Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 100/007 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

BARTOW, FL

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - CONTACT

Airport Proximity

ON AIRSTRIP

Airport Data

MO HILL (PRIVATE)

Runway Ident - 09

Runway Lth/Wid - 1700 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 196

Make/Model- 31

Instrument- 10

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE MADE A NORMAL LANDING, BUT WHEN HE APPLIED THE BRAKES, THEY WERE OK FOR ABOUT 5 SECONDS, THEN THEY COMPLETELY FAILED. THE AIRCRAFT CONTINUED ROLLING UNTIL IT HIT A STUMP AND SOME BUSHES AT THE END OF THE RUNWAY. THE OPERATOR REPORTED THAT THERE WAS EVIDENCE OF BRAKE FAILURE DUE TO EXCESSIVELY WORN BRAKE PUCKS.

Brief of Accident (Continued)

File No. - 2340

9/17/82

WINTER HAVEN, FL

A/C Reg. No. N759UV

Time (Lc1) - 1800 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
-

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) 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. - 2269 9/18/82 ASTATULA, FL A/C Reg. No. N3808E Time (Lcl) - 0630 EDT

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

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

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

Make/Model	- PIPER PA-36-375	Eng Make/Model	- LYCOMING IO-720-D1CD	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3900	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 375 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	ASTATULA, FL	
Completeness	Destination	Airport Data
Basic Weather		FRANK'S FARM (AG STRIP)
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 18
Cloud Conditions(1st)	Type of Flight Plan	- 2300 -UNK/NR
Cloud Conditions(2nd)	Type of Clearance	Runway Surface
Obstructions to Vision	Type Apch/Lndg	- ASPHALT
Precipitation		Runway Status
Condition of Light		- DRY

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 7500
SE LAND, ME LAND	Months Since	- 9	Make/Model- 2500
	Aircraft Type	- UNK/NR	Instrument- 20
			Last 24 Hrs - 2
			Last 30 Days- UNK/NR
			Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT FAILED TO BECOME AIRBORNE AT THE USUAL TAKEOFF POINT & DID NOT CLIMB WHEN FORCED INTO THE AIR.
THE ACFT THEN SETTLED INTO SOFT SAND.

Brief of Accident (Continued)

File No. - 2269

9/18/82

ASTATULA,FL

A/C Reg. No. N3808E

Time (Lc1) - 0630 EDT

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

Finding(s)

1. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2276 9/19/82 KISSIMMEE, FL A/C Reg. No. N50723 Time (Lcl) - 1730 EDT

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

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

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

Make/Model	- HUGHES 500	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 375 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC		Runway Ident
Wind Dir/Speed	- 140/007 KTS	ATC/Airspace	- N/A
Visibility	- 6.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 3500 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- 25000 FT SCATTERED	Type Apch/Lndg	- N/A
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5000	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 10
		Multi-Eng - 2400	Rotorcraft - 1100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF AT ABOUT 75-100 FT THE ENG QUIT. THE M/R BLADES FLEXED DOWN & SEVERED THE TAIL BOOM DURING THE AUTOROTATIVE LANDING IN A PASTURE. AFTER THE ACCIDENT THE ENG RAN SATISFACTORILY.

Brief of Accident (Continued)

File No. - 2276

9/19/82

KISSIMMEE, FL

A/C Reg. No. N50723

Time (Lc1) - 1730 EDT

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

Finding(s)
1. UNDETERMINED

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

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2273 9/21/82 N. CHIPLEY, FL A/C Reg. No. N2327Y Time (Lcl) - 1100 CDT

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

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

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

Make/Model - PIPER PA-36	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4400	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	CHIPLEY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 330/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 12000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2865
SE LAND	Months Since - 1	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 295
		Last 30 Days- UNK/NR
		Instrument- 130
		Last 90 Days- 165
		Rotorcraft - 1275

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT COLLIDED WITH A TREE WHILE SPRAYING. AIRCRAFT THEN LANDED HARD IN THE BEAN FIELD.

Brief of Accident (Continued)

File No. - 2273

9/21/82

N. CHIPLEY, FL

A/C Reg. No. N2327Y

Time (Lc1) - 1100 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2270 9/30/82 MIAMI, FL A/C Reg. No. N921C Time (Lcl) - 1412 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Fatal		Injuries Serious		Minor		None	
Type of Operation	-PERSONAL	Fire	NONE	Crew	0	0	0	1	0	0	0
Flight Conducted Under	-14 CFR 91	Pass		Pass	0	0	0	1	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	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- YES
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- BRFG RCVD. SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	TAMPA, FL	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	BOCA RATON, FL	
Wind Dir/Speed	- 110/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 2000 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- 10000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 589	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 4	Make/Model - 25	Last 30 Days - UNK/NR
	Aircraft Type - PA44180	Instrument - 166	Last 90 Days - 34
		Multi-Eng - 260	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENGINE QUIT WHILE CRUISING AND A FORCED LANDING WAS MADE IN A SWAMP. #3 CYL EXHAUST VALVE HEAD FAILED. A SECTION OF THE FAILED VALVE HEAD TRAVELLED THROUGH THE INDUCTION SYSTEM INTO THE #2 CYLINDER DAMAGING BOTH SPARK PLUGS RENDERING THE CYLINDER INOPERATIVE.

Brief of Accident (Continued)

File No. - 2270

9/30/82

MIAMI, FL

A/C Reg. No. N921C

Time (Lcl) - 1412 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CYLINDER - FOREIGN OBJECT

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

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

Finding(s)

3. TERRAIN CONDITION - WET

----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. - 2334 10/01/82 LAKE CITY, FL A/C Reg. No. N8944U Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BEECH 35-C33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470K
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 1500 FT BROKEN
Cloud Conditions(2nd) - 8000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAINESVILLE, FL
Destination
GREENVILLE, SC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKE CITY
Runway Ident - 10
Runway Lth/Wid - 6800 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 304	Last 24 Hrs	- 1
Make/Model-	42	Last 30 Days-	UNK/NR
Instrument-	38	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE, THE PILOT DIVERTED TO LAKE CITY, FL TO AVOID ADVERSE WEATHER. ACCORDING TO THE PILOT, HE PLACED THE LANDING GEAR HANDLE IN THE DOWN POSITION WHILE ON THE DOWNWIND LEG. HE EXTENDED THE DOWNWIND TO ACCOMMODATE OTHER TRAFFIC, THEN TURNED BASE AND FINAL WHERE HE COMPLETED THE BEFORE-LANDING CHECKLIST. THE AIRCRAFT WAS LANDED WITH THE GEAR IN ITS RETRACTED POSITION. LATER WHEN THE AIRCRAFT WAS LIFTED, A MECHANIC ACTIVATED THE ELECTRICAL MASTER SWITCH AND MOVED THE GEAR HANDLE TO THE DOWN POSITION. WHEN HE DID THIS, THE GEAR EXTENDED AND THE 3 GREEN LIGHTS ILLUMINATED.

Brief of Accident (Continued)

File No. - 2334

10/01/82

LAKE CITY, FL

A/C Reg. No. N8944U

Time (Lcl) - 1500 EDT

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

Finding(s)

1. GEAR EXTENSION - NOT ATTAINED - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2335 10/03/82 ORLANDO, FL

A/C Reg. No. N93286

Time (Lc1) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-TAKEOFF	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-CAREURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ORLANDO NORTH
Runway Ident - 15
Runway Lth/Wid - 3300 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 41
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 18
Last 24 Hrs - 2
Make/Model- 18
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS. AFTER TOUCHING DOWN ON HIS FIRST LANDING, HE CONFIGURED THE AIRCRAFT FOR TAKEOFF. IMMEDIATELY AFTER APPLYING POWER, HE OBSERVED ANOTHER PLANE (UNKNOWN MAKE & MODEL) LANDING FROM THE OPPOSITE DIRECTION. IN ORDER TO AVOID A COLLISION, HE CUT THE POWER, APPLIED BRAKES AND TURNED TO THE RIGHT. THE AIRCRAFT SKIDDED ACROSS AN AREA OF GRASS IMMEDIATELY NEXT TO THE RUNWAY AND THE NOSE GEAR COLLIDED WITH THE EDGE OF A PAVED TAXIWAY. AT THAT TIME, THE NOSE GEAR COLLAPSED AND THE PROPELLER IMPACTED THE ASPHALT. THE STUDENT STATED THAT HE HAD MADE THE APPROPRIATE RADIO CALLS ON THE UNICOM FREQUENCY WHILE IN THE TRAFFIC PATTERN.

Brief of Accident (Continued)

File No. - 2335

10/03/82

ORLANDO, FL

A/C Reg. No. N93286

Time (Lcl) - 1030 EDT

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation TAKEOFF

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. MANEUVER - PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

4. AIRPORT FACILITIES, TAXIWAY CONDITION - ROUGH/UNEVEN
5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2332 10/03/82 COCOA, FL A/C Reg. No. N2101R Time (Lc1) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3112
No. of Seats - 4

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

ELT Installed/Activated - YES/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- 100/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TITUSVILLE, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MERRITT ISLAND
Runway Ident - 11
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 31
Aircraft Type - UNK/NR

Medical Certificate -
Flight Time (Hours)
Total - 2738
Make/Model- 203
Instrument- UNK/NR
Multi-Eng - 221
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AS THE AIRCRAFT WAS CLIMBING THROUGH ABOUT 300 FT AGL. THE PILOT S-TURNED AND LANDED ON A CLEAR AREA BESIDE THE RUNWAY TO KEEP FROM GOING INTO A RIVER. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED AND THE AIRCRAFT FLIPPED OVER. AN EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF A MALFUNCTION OR FAILURE. ABOUT 4 OUNCES OF WATER WAS FOUND IN THE FIRE WALL FUEL STRAINER. THE CARBURETOR HAD FAILED DURING IMPACT.

Brief of Accident (Continued)

File No. - 2332

10/03/82

COCOA, FL

A/C Reg. No. N2101R

Time (Lcl) - 1230 EST

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

Finding(s)

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

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

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2333 10/26/82 DAYTONA BEACH, FL A/C Reg. No. N330FT Time (Lcl) - 1305 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 - TAKEOFF					

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MELBOURNE, FL	DAYTONA BEACH - REGIONAL
Wind Dir/Speed- 020/013 KTS	ATC/Airspace	Runway Ident - 06R
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3197/ 100
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 94
SE LAND	Months Since - UNK/NR	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE LOST DIRECTIONAL CONTROL WHILE TAKING OFF ON RUNWAY 06R. THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH VASI LIGHTS. THE WIND WAS REPORTED TO BE FROM 002 DEG AT 13 KTS.

Brief of Accident (Continued)

File No. - 2333

10/26/82

DAYTONA BEACH, FL

A/C Reg. No. N330FT

Time (Lc1) - 1305 EDT

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

Finding(s)

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

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

Finding(s)

5. OBJECT - RUNWAY LIGHT
-

-----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. - 2313 7/14/82 SAVANNAH, GA A/C Reg. No. N53812 Time (Lcl) - 1745 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - 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
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRPORT

Wind Dir/Speed- UNK/NR
Visibility - UNK/NR

ATC/Airspace

Cloud Conditions(1st) - UNK/NR SCATTERED Type of Flight Plan - UNK/NR
Cloud Conditions(2nd) - UNK/NR Type of Clearance - UNK/NR
Obstructions to Vision- NONE Type Apch/Lndg - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Airport Data

SAVANNAH MUNICIPAL
Runway Ident - 09
Runway Lth/Wid - 9000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 22

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	83	Last 24 Hrs	-	0
Make/Model-	58		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	13	

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/PILOT STATED THAT HE WAS CHECKING OUT THE OTHER PILOT IN THE TAILWHEEL EQUIPPED AIRCRAFT. THE OWNER WAS A PRIVATE PILOT AND THE OTHER PILOT WAS REPORTEDLY A FLIGHT INSTRUCTOR (IP). DURING THE LANDING ROLL, THE IP OVERCORRECTED WITH THE RUDDER AND THE PLANE GROUND LOOPED. THE LEFT LANDING GEAR AND LEFT WING WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2313

7/14/82

SAVANNAH,GA

A/C Reg. No. N53812

Time (Lcl) - 1745 EDT

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - IMPROPER - COPILOT
 4. GROUND LOOP/SWERVE - INADVERTENT - COPILOT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2310 7/23/82 MOULTRIE,GA A/C Reg. No. N2998J Time (Lcl) - 1220 EDT

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

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

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

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 310 HP		

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

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

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 9	Make/Model- 1040	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- 50	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A CATASTROPHIC ENGINE FAILURE OCCURRED AT AN ALTITUDE OF ABOUT 500 FT AGL WHILE THE PILOT WAS RETURNING TO THE AIRPORT. THE PILOT ELECTED TO LAND ON A HIGHWAY. HE REPORTED THAT DURING THE LANDING, HE RAN THE PLANE OFF THE ROAD TO AVOID AN ONCOMING CAR. AN EXAMINATION REVEALED THE ENGINE PROBLEM OCCURRED AFTER A PISTON RING HAD FAILED.

Brief of Accident (Continued)

File No. - 2310

7/23/82

MOULTRIE,GA

A/C Reg. No. N2998J

Time (Lcl) - 1220 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,RING - FAILURE,TOTAL
-

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

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

Finding(s)

2. OBJECT - VEHICLE
 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2235

9/11/82

NASHVILLE,GA

A/C Reg. No. N9184R

Time (Lcl) - 0935 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Fire NONE

Crew

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 188

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4200

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D-33

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 230 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

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 09

Runway Lth/Wid - 3000/ 60

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 - 32

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1223

Make/Model- 788

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 254

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE FAILED WHILE THE ACFT WAS ENROUTE TO SPRAY A SOYBEAN CROP. DEPOSITS OF DIRT & SEDIMENT WERE FOUND IN THE FUEL CONTROL ASSEMBLY BODY SCREEN.

Brief of Accident (Continued)

File No. - 2235

9/11/82

NASHVILLE,GA

A/C Reg. No. N9184R

Time (Lcl) - 0935 EDT

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

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - CONTAMINATION
 2. FUEL SYSTEM,FUEL CONTROL - BLOCKED(TOTAL)
-

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

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

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2214 11/16/82 JENKINSBURG,GA A/C Reg. No. N3287Y Time (Lcl) - 1645 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/010 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
JENKINSBURG,GA
Destination

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

PRIVATE DIRT STRIP
Runway Ident - 18
Runway Lth/Wid - 3200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 576 Last 24 Hrs - 1
Make/Model- 236 Last 30 Days- UNK/NR
Instrument- 9 Last 90 Days- 45
Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STALLED AIRCRAFT 10 FEET ABOVE RUNWAY AND MADE A HARD LANDING.

Brief of Accident (Continued)

File No. - 2214

11/16/82

JENKINSBURG,GA

A/C Reg. No. N3287Y

Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. STALL/MUSH - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2352 10/03/82 WAIMANALO, HI A/C Reg. No. N215H Time (Lcl) - 1510 HST

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

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

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

Make/Model - BEECH C-45G	Eng. Make/Model - P&W R-985-AN-14B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 10	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HONOLULU, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 050/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2800 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 6904
SE LAND, ME LAND	Months Since - 2	Make/Model- 2529
	Aircraft Type - BE-18	Instrument- 194
		Multi-Eng - 3104
		Last 24 Hrs - 0
		Last 30 Days- 15
		Last 90 Days- 25
		Rotorcraft - 121

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO BE A REINDOCTRINATION/TRAINING FLT FOR THE SECOND-IN-COMMAND. WITNESSES OBSERVED THE ACFT OFF SHORE FLYING PARALLEL TO THE CLIFFS APPROXIMATELY 500 FT OVER THE WATER. THE ACFT BANKED LEFT THEN RIGHT TO A 90 DEG RIGHT WING LOW ATTITUDE WING-OVER TYPE MANEUVER & DESCEND INTO THE OCEAN. THE ACFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2352

10/03/82

WAIMANALO, HI

A/C Reg. No. N215H

Time (Lc1) - 1510 HST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2336 11/16/82 HONOLULU, HI

A/C Reg. No. N56351

Time (Lcl) - 0821 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 060/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
GEN. LYMAN FIELD, HI

Airport Proximity

OFF AIRPORT/STRIP

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - CONTROLLED VFR
Type Apch/Lndg - UNK/NR

Airport Data

HONOLULU INTL. AIRPORT
Runway Ident - 26L
Runway Lth/Wid - 12000/ 200
Runway Surface - N/A
Runway Status - N/A

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 228	Last 24 Hrs -	2
Make/Model-	228	Last 30 Days-	4
Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT & THE PLT DITCHED IN THE OCEAN NEAR THE BEACH. THE #4 CONNECTING ROD SHANK WAS FOUND BROKEN AT THE CRANKPIN BEARING HOUSING. ONE ROD BOLT HEAD WAS BROKEN OFF & THE BOLT GRIP WAS NECKED DOWN. THE NUT ON THIS BOLT WAS STILL ON THE BOLT & FLUSH WITH THE THREADED END OF THE BOLT. THE OTHER BOLT & NUT WERE STILL ATTACHED TO THE CRANKPIN BEARING HOUSING HALVES WITH APPROXIMATELY THREE THREADS SHOWING BEYOND THE NUT. THE FOLLOWING TORQUE READINGS WERE NOTED ON THE CONROD BOLTS: #1 ROD UPPER & LOWER BOLTS - 660 INCH POUNDS; #2 ROD UPPER BOLT - 250 INCH POUNDS; #2 ROD LOWER BOLT - 300 INCH POUNDS; #3 ROD UPPER & LOWER BOLTS - 0 INCH POUNDS. REQUIRED TORQUE ON THESE BOLTS IS 480 INCH POUNDS.

Brief of Accident (Continued)

File No. - 2336

11/16/82

HONOLULU, HI

A/C Reg. No. N56351

Time (Lc1) - 0821 PST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - UNDERTORQUED
 2. ENGINE ASSEMBLY,CONNECTING ROD - LOOSE
 3. ENGINE ASSEMBLY,CONNECTING ROD - UNDERTORQUED
 4. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2239

9/01/82

ELDORA, IA

A/C Reg. No. N72470

Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
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/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- 090/012 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAMOTTE, IA
Destination
SCOTTSBLUFF, NE

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 - 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	Last 24 Hrs	Last 30 Days	Last 90 Days
330	UNK/NR	UNK/NR	40

Instrument Rating(s) - NONE

-----Narrative-----

THE OIL PRESSURE DROPPED TO ZERO & THE PLT SHUT DOWN THE ENGINE, & THE ACFT LANDED IN A BEAN FIELD. ALL OF THE OIL HAD BLOWN OUT OF THE OIL FILLER OPENING VIA A LOOSE FITTING OIL FILTER CAP. THE PLT STATED HE HAD CHANGED THE OIL PRIOR TO FLT.

Brief of Accident (Continued)

File No. - 2239

9/01/82

ELDORA,IA

A/C Reg. No. N72470

Time (Lcl) - 1630 CDT

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

Finding(s)

1. LUBRICATING SYSTEM - LOOSE
2. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
3. FLUID,OIL - EXHAUSTION

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

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

Finding(s)

4. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2212 11/16/82 DUBUQUE, IA A/C Reg. No. N68138 Time (Lcl) - 1145 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LA CROSSE, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DUBUQUE, IA	DUBUQUE MUNI
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6500/ 150
Cloud Conditions(1st) - 18000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT TRIED TO CONTACT TOWER ON INCORRECT FREQUENCY. APPROACH WAS HIGH AND LONG. STALLED AIRCRAFT 25 FEET AGL HALF WAY DOWN RUNWAY.

Brief of Accident (Continued)

File No. - 2212

11/16/82

DUBUQUE, IA

A/C Reg. No. N68138

Time (Lcl) - 1145 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIR/GROUND COMMUNICATIONS - NOT ATTAINED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
 5. 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2328 8/07/82 KETCHUM, ID A/C Reg. No. N736VC Time (Lcl) - 1500 MDT

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

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

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

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	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	HAILEY, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPOKANE, WA	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type 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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING LOW OVER A ROAD IN MOUNTAINOUS TERRAIN PRIOR TO IMPACT. ALL PILOT AND AIRCRAFT RECORDS WERE DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 2328

8/07/82

KETCHUM, ID

A/C Reg. No. N736VC

Time (Lcl) - 1500 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2240

9/08/82

TWIN FALLS, ID

A/C Reg. No. N97781

Time (Lcl) - 0914 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	0

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

Fire
NONE

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

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/008 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 25000 FT
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURLEY, ID
Destination
TWIN FALLS, ID

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

TWIN FALLS-OLSEN FLD
Runway Ident - 07
Runway Lth/Wid - 7152/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review

Current - YES
Months Since - 31
Aircraft Type - C-152

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

Total - 358	Last 24 Hrs - UNK/NR
Make/Model- 65	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-----

PILOT GROUND LOOPED WHILE DOING TOUCH AND GO LANDINGS. WIND 5 KTS.

Brief of Accident (Continued)

File No. - 2240

9/08/82

TWIN FALLS, ID

A/C Reg. No. N97781

Time (Lc1) - 0914 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 2. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2208

9/30/82

SALMON, ID

A/C Reg. No. N2343M

Time (Lcl) - 1345 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/012 KTS
Visibility - 30.0 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 A/C/INC
Destination
BIG CREEK, ID

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

COLD MEADOWS U.S.F.S.
Runway Ident - 17
Runway Lth/Wid - 4550/ 90
Runway Surface - DIRT
Runway Status - SLUSH

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-P210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2470	Last 24 Hrs -	3
Make/Model-	12	Last 30 Days-	76	
Instrument-	223	Last 90 Days-	243	
Multi-Eng -	286			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE STRIP HAD ABOUT 1,500 FT OF USABLE LENGTH, THE REMAINING 3,050 FT CONSISTED OF UNPACKED SNOW & SLUSH. THE USABLE WIDTH OF THE FIRST 1,500 FT WAS REPORTED AS 8-12 FT. AT THE TIME OF TAKEOFF THE FIRST 1,500 FT WAS COVERED WITH HARD PACKED MELTING SNOW & SOME SLUSH. ABOUT 200 FT INTO THE TAKEOFF ROLL THE ACFT ENCOUNTERED A DEEP AREA OF SNOW/SLUSH. DIRECTIONAL CONTROL WAS LOST & THE ACFT VEERED OFF THE RWY COMING TO A STOP INVERTED.

Brief of Accident (Continued)

File No. - 2208

9/30/82

SALMON, ID

A/C Reg. No. N2343M

Time (Lc1) - 1345 MDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 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. - 2290 2/08/82 LANSING, IL A/C Reg. No. N65619 Time (Lcl) - 1700 CST

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

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

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

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

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

<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- 020/014 KTS</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - 20000 FT</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination</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 ON AIRPORT</p> <p>Airport Data</p> <p>LANSING MUNI</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2340/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - COMPACTED</p>
--	---	--

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 40
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SUPERVISED SOLO THE ACFT DRIFTED TO THE LEFT DURING ROLLOUT ON RWY 9. THE LEFT MAIN GEAR WAS CAUGHT IN SNOW AT THE SIDE OF THE RWY CAUSING THE ACFT TO NOSE INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 2290

2/08/82

LANSING, IL

A/C Reg. No. N65619

Time (Lcl) - 1700 CST

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

Finding(s)

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

----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. - 2357 5/26/82 FAIRBURY, IL A/C Reg. No. N8348F Time (Lcl) - 1500 CDT

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

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

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

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	Weather Radar - UNK/NR
No. of Seats - 5	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- VARIABLE/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) - UNK/NR	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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4813
	Months Since - 22	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 806
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - 4645

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE N2 AND NR SUDDENLY ACCELERATED TO 110 PERCENT. THE PILOT EVENTUALLY SHUT DOWN THE ENGINE AND MADE AN AUTOROTATION. AN OPEN FIELD WAS SELECTED FOR A LANDING SITE; HOWEVER, IT WAS MUDDY WITH STANDING WATER. THE PILOT DECIDED ON A FULL STOP LANDING RATHER THAN A SLIDE-ON LANDING TO AVOID A NOSE OVER. DURING TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DOWNWARD AND SEVERED THE TAIL BOOM. AN INVESTIGATION REVEALED THERE WAS SAND AND ALUMINUM HYDROXIDE CORROSION IN THE TURBINE GOVERNOR, PN 2524706-3. ALSO, SOME CORROSION AND FOREIGN MATERIAL WAS FOUND IN THE FUEL CONTROL UNIT, PN 2524644-1. BOTH UNITS HAD 2.5 HRS OF OPERATION SINCE THEY WERE INSTALLED ON THIS AIRCRAFT. AN INSPECTION OF THE GOVERNOR SHOWED THAT THE PG CHANNEL IN THE DRIVE BODY WAS COMPLETELY BLOCKED. THIS BLOCKAGE WOULD HAVE RESULTED IN AN ENGINE OVERSPEED OF UP TO 112 PERCENT. THE GOVERNOR HAD BEEN SALVAGED FROM A HELICOPTER THAT HAD BEEN IN AN ACCIDENT IN BRAZIL. THE CORROSION WAS INDICATIVE OF LONG TERM EXPOSURE TO THE ENVIRONMENT.

Brief of Accident (Continued)

File No. - 2357

5/26/82

FAIRBURY, IL

A/C Reg. No. N8348F

Time (Lcl) - 1500 CDT

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

Finding(s)

1. TURBOSHAFT ENGINE, FREE TURBINE GOVERNOR - CORRODED
 2. TURBOSHAFT ENGINE, FREE TURBINE GOVERNOR - BLOCKED(TOTAL)
 3. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 4. TURBOSHAFT ENGINE - OVERSPEED
-

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

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 6. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 7. TERRAIN CONDITION - WET
 8. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2319

7/09/82

ALTON,IL

A/C Reg. No. N61130

Time (Lcl) - 1800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150J

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/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- 110/007 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

CIVIC MEMORIAL

Runway Ident - 11

Runway Lth/Wid - 6500-N/A

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1640

Make/Model- 30

Instrument- 121

Multi-Eng - 140

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT AND INSTRUCTOR PILOT (IP) WERE DEPARTING ON AN INSTRUCTIONAL FLIGHT. IMMEDIATELY AFTER TAKEOFF, THE IP RETARDED THE THROTTLE TO SIMULATE AN ENGINE FAILURE. THE STUDENT LOWERED THE NOSE TO MAINTAIN AIRSPEED, THEN PREMATURELY RAISED IT AGAIN. THE IP TOOK CORRECTIVE ACTION, BUT THE PLANE TOUCHED DOWN IN A HIGH RATE OF DESCENT. JUST BEFORE TOUCHING DOWN, THE IP RAISED THE NOSE TO ABSORB THE SHOCK ON THE MAIN GEAR. HOWEVER, THE TAIL ALSO CONTACTED THE SURFACE AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2319

7/09/82

ALTON, IL

A/C Reg. No. N61130

Time (Lc1) - 1800 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - OTHER CREW MEMBER
2. GO-AROUND - PREMATURE - DUAL STUDENT
3. SUPERVISION - INADVERTENT USE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2316 7/24/82 LOAMI,IL A/C Reg. No. N49700 Time (Lcl) - 1030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - CESSNA 188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

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

ELT Installed/Activated - NO -N/A
Stall Warning System - 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- 090/006 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PARKS
Runway Ident - 36
Runway Lth/Wid - 2000/ 132
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

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

Total	-	2833	Last 24 Hrs	-	5
Make/Model	-	2514	Last 30 Days	-	UNK/NR
Instrument	-	12	Last 90 Days	-	93

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS TAKING OFF ON THE FIRST FLIGHT OF THE DAY WITH A REPORTED LOAD OF 1080 LBS OF WHEAT SEED. DURING THE TAKEOFF, THERE WAS A DIRECT CROSSWIND OF 6 KTS AND THE TEMPERATURE AND DEW POINT WERE 78 AND 68 DEG, RESPECTIVELY. AFTER USING ABOUT 3/4 OF THE RUNWAY, THE PILOT BECAME AWARE THAT HE WAS A NOT GOING TO GET AIRBORNE IN SUFFICIENT TIME TO CLEAR A LINE OF TREES. HE ACTIVATED THE EMERGENCY DUMP LEVER, BUT THE SYSTEM WAS PROGRAMMED TO DUMP ONLY 1.5 BUSHELS PER ACRE. TO AVOID RUNNING INTO THE LINE OF TREES, THE PILOT INTENTIONALLY GROUND LOOPED THE PLANE, BUT IT CONTINUED INTO THE TREES WHILE MOVING BACKWARD.

Brief of Accident (Continued)

File No. - 2316

7/24/82

LOAMI,IL

A/C Reg. No. N4970Q

Time (Lcl) - 1030 CDT

Occurrence #1 OVERRUN
Phase of Operation

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2350 8/20/82 WEST CHICAGO, IL A/C Reg. No. N223HC Time (Lcl) - 1353 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - CASSUTT CASSUTT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 1

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

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

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

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 350/011 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRPORT

Airport Data
DUPAGE
Runway Ident - 10
Runway Lth/Wid - 4000/ 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) -
COMMERCIAL
SE LAND, ME LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1420 Last 24 Hrs - 0
Make/Model- 71 Last 30 Days- UNK/NR
Instrument- 200 Last 90 Days- 11
Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO CHECK THE AIRCRAFT AFTER REPITCHING THE PROPELLER BLADE ANGLE. REPORTEDLY, THE TAIL WHEEL SWIVEL COTTER PIN FAILED AND THE PILOT LOST DIRECTIONAL CONTROL DURING THE LANDING. THE AIRCRAFT THEN VEERED OFF THE RIGHT SIDE OF THE RUNWAY INTO A SOFT, GRASSY AREA AND NOSED OVER. THE OWNER/PILOT/BUILDER HAD FLOWN THE AIRCRAFT 71.4 HRS.

Brief of Accident (Continued)

File No. - 2350

8/20/82

WEST CHICAGO, IL

A/C Reg. No. N223HC

Time (Lcl) - 1353 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2228 9/19/82 DANVILLE, IL A/C Reg. No. N51H Time (Lcl) - 1215 CDT

-----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	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	0	0

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

Make/Model	- NAVY N3N-3	Eng Make/Model	- WRIGHT R-760	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	URBANA, IL	
Completeness	Destination	Airport Data
- PARTIAL, LMTD BY FCSTR	DANVILLE, IL	VERMILLION COUNTY
Basic Weather		Runway Ident
- VMC		- 16
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
- 300/010 KTS	Type of Flight Plan	- 3999/ 100
Visibility	- NONE	Runway Surface
- 20.0 SM	Type of Clearance	- CONCRETE
Cloud Conditions(1st)	- NONE	Runway Status
- 4000 FT SCATTERED	Type Apch/Lndg	- DRY
Cloud Conditions(2nd)		
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 14	- 4486
	Aircraft Type	- UNK/NR	Last 24 Hrs
			- 4
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 89
			Multi-Eng
			- 175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVING AT AN AIR SHOW THE PLT WAS GIVEN ADVISORIES FOR A DOWNWIND LANDING. THE ACFT SUBSEQUENTLY GROUND-LOOPED. SUBSEQUENT INSPECTION REVEALED THAT THE TAILWHEEL LOCK HAD ALSO MALFUNCTIONED. THE CENTERING SPRING WAS NOT STRONG ENOUGH TO CONSISTENTLY CENTER THE TAILWHEEL POST SO THAT THE LOCK PIN COULD ENTER. IN ADDITION, THE COMPRESSION SPRING WAS TOO WEAK TO FORCE THE LOCK PIN INTO PLACE.

Brief of Accident (Continued)

File No. - 2228

9/19/82

DANVILLE,IL

A/C Reg. No. N51H

Time (Lc1) - 1215 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. LANDING GEAR, TAILWHEEL ASSEMBLY - INADEQUATE
3. LANDING GEAR, TAILWHEEL ASSEMBLY - UNLOCKED
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, WHEEL - OVERLOAD
7. LANDING GEAR, WHEEL - SEPARATION

-----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. - 2221 9/26/82 BEDFORD PARK, IL A/C Reg. No. N1728U Time (Lcl) - 2300 CDT

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

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

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MINNEAPOLIS, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	
Wind Dir/Speed - 220/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 6000 FT BROKEN	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 - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 883
SE LAND	Months Since - 5	Make/Model - 365
	Aircraft Type - C-207	Instrument - 91
		Last 24 Hrs - 2
		Last 30 Days - 200
		Last 90 Days - 310

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT MADE FORCED LANDING AT NIGHT IN RAILROAD YARD. ENGINE HAD LOOSE FUEL LINE.

Brief of Accident (Continued)

File No. - 2221

9/26/82

BEDFORD PARK, IL

A/C Reg. No. N1728U

Time (Lcl) - 2300 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, LINE - LOOSE
-

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2375 5/01/82 PENDLETON, IN A/C Reg. No. N98L Time (Lcl) - 0905 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	1	0	0
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 -APPROACH						

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

Make/Model - MONG SPORT MS-1	Eng Make/Model - CONTINENTAL C-65-A8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CRAWFORDSVILLE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANDERSON, IN	HUNTZINGER
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 100
Cloud Conditions(1st) - OBSCURED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 6000 FT SCATTERED	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 970
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 450
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT ARRIVED AT ANDERSON, INDIANA, HE WAS UNABLE TO FIND THE ACE AIRPORT. HE SAW HUNTZINGER AIRPORT, A PRIVATE STRIP, AND DECIDED TO LAND TO FIND OUT EXACTLY WHERE ACE AIRPORT WAS LOCATED. DURING AN APPROACH TO THE SOD RUNWAY, THE AIRCRAFT COLLIDED WITH POWER LINES AND CRASHED. THE PILOT STATED THAT THE POWER LINE POLES WERE HIDDEN BY TREES AND THE LINES WERE NOT MARKED. THE OWNER HAD OFFERED TO ASSUME THE COST TO BURY THE LINES, BUT AS OF THE DATE OF THE ACCIDENT, THE LOCAL GOVERNMENT HAD NOT APPROVED THE ACTION.

Brief of Accident (Continued)

File No. - 2375

5/01/82

PENDLETON, IN

A/C Reg. No. N98L

Time (Lc1) - 0905 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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. - 2345 6/20/82 HOBART,IN A/C Reg. No. N897SP Time (Lcl) - 1050 EST

-----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

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

1

0

None

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-290-D2

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 135 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 225/020 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LAPORTE,IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HOBART

Runway Ident - 18

Runway Lth/Wid - 3125/ 40

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,ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1565

Make/Model- 450

Instrument- 235

Multi-Eng - 215

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT AN ALTITUDE OF ABOUT 150 TO 200 FT AGL. SUBSEQUENTLY, DURING A FORCED LANDING, THE AIRCRAFT FLEW THROUGH A ROW OF TREES WHEN THE PILOT TRIED TO REACH AN OPEN AREA THAT TURNED OUT TO BE A GRAVE YARD. THE PILOT BELIEVED THAT EACH FUEL TANK WAS AT LEAST 1/4 FULL AND REPORTED THAT THE POWER LOSS OCCURRED DURING A NORMAL CLIMB. THE FIRE WALL FUEL STRAINER AND CARBURETOR BOWL WERE FOUND FULL OF FUEL AND NO CONTAMINATION WAS NOTED. ALSO, AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 2345

6/20/82

HOBART.IN

A/C Reg. No. N897SP

Time (Lc1) - 1050 EST

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. - 2366 8/21/82 KNOX, IN A/C Reg. No. N5796W Time (Lcl) - 1030 CST

-----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	3
Accident Occurred During -LANDING						

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

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RENSSELAER, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KNOX, IN	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	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) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE	CONTACT	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2550
SE LAND	Months Since - 7	Make/Model- 1505
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED ON A FLIGHT FROM LAKE VILLAGE TO KNOX, IN. WHILE EN ROUTE, HE LANDED TO REFUEL AT RENSSELAER, IN. DURING THE FLIGHT FROM RENSSELAER TO KNOX, THE ENGINE BEGAN LOOSING POWER WHEN HE WAS ABOUT 5 MI FROM THE DESTINATION. WHEN THE PILOT REALIZED HE WOULD NOT BE ABLE TO REACH THE AIRPORT, HE LANDED IN A PASTURE. DURING THE LANDING ROLL-OUT, A STRUT FAILED AND THE PLANE NOSE OVER. THE PILOT STATED THAT A WHEEL GOT INTO A RUT BEFORE THE PLANE NOSED OVER. DURING AN EXAMINATION, WATER WAS FOUND IN THE FUEL TANKS AND CARBURETOR BOW. THE PILOT STATED THAT HE HAD FAILED TO DRAIN THE FUEL SUMPS PRIOR TO DEPARTING RENSSELAER.

Brief of Accident (Continued)

File No. - 2366

8/21/82

KNOX, IN

A/C Reg. No. N5796W

Time (Lc1) - 1030 CST

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

Finding(s)

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

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

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR - OVERLOAD
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2251

9/16/82

FORT WAYNE, IN

A/C Reg. No. N642MS

Time (Lcl) - 1810 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-C1A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 310/005 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
EVANSVILLE, IN
Destination
FORT WAYNE, IN

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SMITH FIELD
Runway Ident - 31
Runway Lth/Wid - 2900/ 100
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
HELICOPTER

Age - 27

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8599	Last 24 Hrs	- 4
Make/Model-	735	Last 30 Days-	UNK/NR
Instrument-	711	Last 90 Days-	159
Multi-Eng -	3404	Rotorcraft -	500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT TAXIED OFF RWY ONTO GRASS TO GIVE WAY TO LANDING TRAFFIC. PAVED TAXIWAYS ARE NOT AVAILABLE & 50 FT EITHER SIDE OF RUNWAY IS USED FOR TAXIING WITH THE GRASS BEING KEPT MOWED. BEFORE HE WAS ABLE TO TAXI BACK ONTO THE PAVED RWY THE GROUND GAVE WAY & THE NOSE AND GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2251

9/16/82

FORT WAYNE, IN

A/C Reg. No. N642MS

Time (Lcl) - 1810 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - HIDDEN OBSTRUCTION(S)
2. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
3. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2226 10/03/82 MADISON, IN A/C Reg. No. N8055W Time (Lcl) - 1900 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- GRUMMAN AA-1C	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 108 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- 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		MADISON
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 36
Cloud Conditions(1st)	- 4000 FT SCATTERED	Type of Clearance	- 5000/ 80
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 - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total	- 11000
SE LAND, ME LAND	Months Since - 4	Make/Model	- 1005
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 1200
GLIDER		Multi-Eng	- 3500
		Last 24 Hrs	- 4
		Last 30 Days	- 200
		Last 90 Days	- 335
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF FROM A TOUCH & GO THE ENG LOST POWER. THE #1 CYL UPPER PLUG LEAD NUT HAD BACKED OFF & THE LEAD WAS FOUND RESTING IN THE PLUG. THE #2 & #4 CYL UPPER PLUG LEAD NUTS HAD BACKED OFF & BOTH LEADS WERE NOT IN THE SPARK PLUGS BUT WERE RESTING ON THE CYL. THE #4 CYL LOWER PLUG LEAD HAD BACKED OFF ALLOWING IT TO DROP OUT OF THE PLUG.

Brief of Accident (Continued)

File No. - 2226

10/03/82

MADISON,IN

A/C Reg. No. N8055W

Time (Lcl) - 1900 CDT

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

Finding(s)

1. IGNITION SYSTEM,SPARK PLUG - DISCONNECTED
 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
 4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2383 9/06/82 BUNKER HILL,KS A/C Reg. No. N756KD Time (Lcl) - UNK/NR

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

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

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

Make/Model - CESSNA TRI82	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREAT BEND,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LUCAS,KS	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	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) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 66	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 123
		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 NON-INSTRUMENT RATED PILOT DEPARTED GREAT BEND, KS SOMETIME AFTER 2000 CDT ON 9/6/83 ON A FLIGHT TO LUCAS, KS. ON 9/9/83, THE AIRCRAFT WAS FOUND WHERE IT HAD CRASHED BETWEEN GREAT BEND AND LUCAS. NO PREIMPACT, MECHANICAL FAILURES WERE EVIDENT. THE 2256 WEATHER AT RUSSELL, KS WAS (IN PART) ESTIMATED 25000 BROKEN, VISIBILITY 5 MI WITH FOG, TEMP 63 DEG, DEW POINT 63 DEG. THE WEATHER CONTINUED TO DETERIORATE DURING THE NIGHT. AT 0555 THE NEXT MORNING, THE WEATHER WAS REPORTED AS INDEFINITE CEILING, 100 FT OBSCURED, VISIBILITY 1/2 MI WITH FOG, TEMP AND DEW POINT 61 DEG. THE PILOT HAD NO CURRENT MEDICAL CERTIFICATE, BUT NO PRE-ACCIDENT, MEDICAL PROBLEMS WERE FOUND DURING AN AUTOPSY. THERE WAS NO RECORD THAT THE PILOT HAD OBTAINED A WEATHER BRIEFING.

Brief of Accident (Continued)

File No. - 2383

9/06/82

BUNKER HILL,KS

A/C Reg. No. N756KD

Time (Lc1) - UNK/NR

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
 5. WEATHER CONDITION - FOG
-

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

Finding(s)

6. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2206 9/07/82 ANDOVER,KS A/C Reg. No. N99088 Time (Lcl) - 1800 CDT

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

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

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

Make/Model - ERCOUPE 415C	Eng Make/Model - CONTINENTAL C-75-12	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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 - 2100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- 45
		Last 90 Days- 18
		Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT REPORTED HE WAS TAXIING AND TURNED TO AVOID ANIMALS. AIRCRAFT THEN COLLIDED WITH A TREE. HE HAD GIVEN TWO OTHER VERSIONS VERBALLY OF HOW THE DAMAGE OCCURRED.

Brief of Accident (Continued)

File No. - 2206

9/07/82

ANDOVER,KS

A/C Reg. No. N99088

Time (Lcl) - 1800 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2399 10/17/82 BAXTER SPRINGS,KS A/C Reg. No. N4581Z Time (Lcl) - 1800 CDT

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

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

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

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-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 - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KANSAS CITY,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAXTER SPRINGS,KS	WALTER A.SWALLEY AIRPARK
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2860/ 47
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT OVERCAST	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 11	Make/Model- 200
	Aircraft Type - L-382	Instrument- UNK/NR
		Multi-Eng - 9400
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS OBSERVED THE ACFT'S NOSE PITCH UP WHEN THE ACFT WAS ON A RIGHT BASE TURNING FINAL. THE ACFT STARTED TURNING LEFT & HIT THE GROUND.

Brief of Accident (Continued)

File No. - 2399

10/17/82

BAXTER SPRINGS,KS

A/C Reg. No. N4581Z

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

-----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. - 2238 10/19/82 HUTCHINSON,KS A/C Reg. No. N63648 Time (Lcl) - 1614 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Crew
Pass

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

Make/Model - CESSNA 172PII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 2500 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WICHITA,KS
Destination
HUTCHINSON,KS

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HUTCHINSON MUNI
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 - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 160
Make/Model- 50
Instrument- 3
Multi-Eng - 1
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MADE THREE GO-AROUNDS BECAUSE OF GUSTY WINDS. WHILE TAXIING TO TIEDOWN DOWNWIND THE WIND BLEW THE AIRCRAFT OVER. WINDS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 2238

10/19/82

HUTCHINSON,KS

A/C Reg. No. N63648

Time (Lc1) - 1614 CDT

Occurrence #1 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. PROPER ASSISTANCE - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2216 7/14/82 RICHMOND, KY A/C Reg. No. N37109 Time (Lcl) - 1730 CDT

-----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	-TAXI	NONE	Pass 0	0	0	0

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

Make/Model	- ERCOUPE 415-C	Eng Make/Model	- CONTINENTAL C-65	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1260	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 65 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	MT. STERLING, KY	
Completeness	Destination	Airport Data
Basic Weather	BRENNHAM, TX	MADISON
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	Type Apch/Lndg	- N/A
Condition of Light	- NONE	

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- 65	Last 24 Hrs - UNK/NR
	Months Since	- N/A	Last 30 Days - UNK/NR
	Aircraft Type	- N/A	Last 90 Days - UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT HAND PROPPED AIRCRAFT WHICH BROKE TAIL TIE-DOWN ROPE AND TAXIED UNATTENDED INTO A RUNWAY LIGHT AND A DITCH ABOUT 175 FEET FROM STARTING POINT.

Brief of Accident (Continued)

File No. - 2216

7/14/82

RICHMOND, KY

A/C Reg. No. N37109

Time (Lc1) - 1730 CDT

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

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - DITCH

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2311

7/25/82

SOMERSET,KY

A/C Reg. No. N4670J

Time (Lcl) - 1230 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation^ -INSTRUCTIONAL - SOLO

Fire
NONE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----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 - 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- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRI-CITIES,TN
Destination
SOMERSET,KY

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SOMERSET-PULASKI
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

Age - 30

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

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PIOT WAS ON A CONTROLLED CROSS-COUNTRY FLIGHT. WHILE LANDING AT THE FIRST EN ROUTE AIRPORT, THE AIRCRAFT VEERED OFF THE RUNWAY AND THE NOSE GEAR COLLAPSED. A WITNESS STATED THAT THE AIRCRAFT BOUNCED DURING THE LANDING AND THE NOSE GEAR COLLAPSED PRIOR TO THE TIME THE AIRCRAFT DEPARTED THE RUNWAY.

Brief of Accident (Continued)

File No. - 2311

7/25/82

SOMERSET,KY

A/C Reg. No. N4670J

Time (Lcl) - 1230 EDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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 - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2262 8/14/82 PRESTONBURG,KY A/C Reg. No. N1410Q Time (Lcl) - 1215 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - INSTRUCTIONAL - DUAL

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

1

1

0

Accident Occurred During -TAKEOFF

NONE

Pass

0

0

0

0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/008 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 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

COMBS

Runway Ident - 13

Runway Lth/Wid - 3200 -UNK/NR

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,CFI

SE LAND,ME 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 - 245

Make/Model- 85

Instrument- 28

Multi-Eng - 6

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF FROM RWY 13 THE CFI SAW ANOTHER ACFT ON FINAL TO RWY 31 & ENTERED A STEEP LEFT CLIMBING TURN UP A SMALL VALLEY EAST OF THE ARPT. THE CFI WAS UNABLE TO OUT-CLIMB THE RISING TERRAIN. THE CFI STATED HE TOOK THIS EVASIVE ACTION TO AVOID A COLLISION. HE WAS BROADCASTING HIS INTENTIONS ON UNICOM AT ALL TIMES. THE OTHER ACFT'S RADIO WAS INOPERATIVE. THE PLT OF THE OTHER ACFT OBSERVED THE ACFT TAKING OFF & FELT THERE WAS ADEQUATE CLEARANCE IN THE VALLEY LEADING TO RWY 31 FOR THE ACFT TO PASS & THERE WAS NO COLLISION DANGER. THE ARPT IS LOCATED IN MOUNTAINOUS TERRAIN & IT WAS A NORMAL PROCEDURE TO USE RWY 13 FOR TAKEOFFS & RWY 31 FOR LANDINGS DUE TO HIGH TERRAIN NEAR THE APPROACH END OF RWY 13.

Brief of Accident (Continued)

File No. - 2262

8/14/82

PRESTONBURG, KY

A/C Reg. No. N1410Q

Time (Lcl) - 1215 EDT

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

Finding(s)

1. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
2. VFR PROCEDURES - CONFLICTING - PILOT OF OTHER AIRCRAFT
3. VFR PROCEDURES - CONFLICTING - PILOT IN COMMAND(CFI)
4. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - RISING

----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. - 2237 8/25/82 CAMPBELLSVILLE,KY A/C Reg. No. N6850J Time (Lcl) - 2015 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

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

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

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-360-E
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 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- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
LEXINGTON,KY
Destination
CAMPBELLSVILLE,KY

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TAYLOR COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 39

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- UNK/NR
Make/Model-	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-----

WHILE TAXIING TO A HANGAR THE LEFT WHEEL WENT OFF THE TAXIWAY CAUSING THE LEFT GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 2237

8/25/82

CAMPBELLSVILLE, KY

A/C Reg. No. N6850J

Time (Lcl) - 2015 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DUSK
 2. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
 5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2277 9/13/82 PROSPECT, KY A/C Reg. No. N5115U Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 185 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	LOUISVILLE, KY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	TRI CITY, TN	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	
Obstructions to Vision- GROUND FOG		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 299
SE LAND	Months Since - 2	Make/Model- 24
	Aircraft Type - C-172	Instrument- 36
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 98
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS RETURNING TO HIS DEPARTURE POINT DUE TO ENCOUNTERING ROUGH WX. WHILE DESCENDING TO 4,000 FT FOR AN ILS APPROACH THE PLT EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT ELECTED TO DESCEND TO VFR CONDITIONS & BROKE OUT ABOUT 100 FT AGL. THE PLT LANDED IN AN OPEN FIELD, STRUCK A DITCH & OVERTURNED. EXAMINATION OF THE ELECTRICAL SYSTEM REVEALED ONE ALTERNATOR BRUSH COMPLETELY WORN WITH EVIDENCE OF ROTATIONAL GRINDING ON THE COMMUTATOR BARS.

Brief of Accident (Continued)

File No. - 2277

9/13/82

PROSPECT, KY

A/C Reg. No. N5115U

Time (Lcl) - 1730 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - WORN
 2. ELECTRICAL SYSTEM - FAILURE, TOTAL
-

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

Finding(s)

3. WEATHER CONDITION - LOOSE OBJECTS
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2385 5/05/82 FRANKLINTON, LA A/C Reg. No. N73013 Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
ON GROUND

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

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

Make/Model - CESSNA 207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
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- 200/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PINE BLUFF, AR
Destination
NEW ORLEANS, LA

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, CFI
SE LAND, ME LAND, SE SEA

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	- 4020	Last 24 Hrs	- 5
Make/Model-	4020	Last 30 Days-	UNK/NR
Instrument-	372	Last 90 Days-	60
Multi-Eng	- 2130		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGER STATED THAT AFTER SHARP TURNS AT LOW ALTITUDE OVER A FARM HOUSE THEY DID A ROLL & WERE TOO LOW TO RECOVER PRIOR TO STRIKING TREES. THE ACFT CAME TO REST INVERTED IN A 4-5 FT DEEP FARM POND. THE AUTOPSY REPORT SHOWS THE PLT'S DEATH BY ASPHYXIA DUE TO DROWNING. THE PASSENGER ALSO STATED THEY HAD ALSO FLOWN LOW OVER A BEACH & PERFORMED A ROLL ENROUTE FROM PINE BLUFF.

Brief of Accident (Continued)

File No. - 2385

5/05/82

FRANKLINTON, LA

A/C Reg. No. N73013

Time (Lc1) - 1430 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2391

6/05/82

KAPLAN, LA

A/C Reg. No. N5261

Time (Lcl) - 1245 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
ON GROUND

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3725

No. of Seats - 1

Eng Make/Model - P & W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/002 KTS

Visibility - 25.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2850

Make/Model- 1750

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT STALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES IN THE OPERATOR'S ACCIDENT REPORT (THEREFORE, THE INJURY INDEX IS PRESUMED).

Brief of Accident (Continued)

File No. - 2391

6/05/82

KAPLAN,LA

A/C Reg. No. N5261

Time (Lcl) - 1245 CDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2307 8/04/82 NEWELLTON, LA A/C Reg. No. N2375J Time (Lcl) - 1700 CDT

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

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

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

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320-A2A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1625	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	Last Departure Point	OFF AIRPORT/STRIP
Method	NEWELLTON, LA	
Completeness	Destination	Airport Data
Basic Weather		Runway Ident
Wind Dir/Speed-		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 10.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface
- NONE	Type of Clearance	- DIRT
Cloud Conditions(2nd)	- NONE	Runway Status
Obstructions to Vision-	Type Apch/Lndg	- WET
- NONE	- VISUAL STRAIGHT-IN	
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 6	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 450
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, THE ENGINE LOST POWER AND THE PILOT MADE A FORCED LANDING IN A PLOWED FIELD. WHILE LANDING ON THE SOFT TERRAIN, THE AIRCRAFT FLIPPED OVER. THE PILOT REPORTED THAT THE ENGINE HAD FAILED DUE TO FUEL STARVATION WHEN ONE FUEL TANK RAN DRY WHILE THE OTHER TANK WAS FULL. HE STATED THAT BEFORE TAKING OFF, HE HAD LOOKED AT BOTH SIGHT GUAGES AND THAT BOTH LOOKED ALIKE. HE NOTED THAT WHEN A TANK IS EITHER FULL OR EMPTY, THE LEVEL OF THE FUEL CANNOT BE SEEN.

Brief of Accident (Continued)

File No. - 2307

8/04/82

NEWELLTON, LA

A/C Reg. No. N2375J

Time (Lcl) - 1700 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2305 8/08/82 CHENEYVILLE,LA A/C Reg. No. N8807Z Time (Lcl) - 0837 CDT

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

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

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

Make/Model - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540M-185D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 185 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHENEYVILLE,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - 18
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - 2500/ 75
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4580
SE LAND	Months Since - 10	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 152

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON THE APPROACH TO SPRAY A COTTONFIELD WHEN A COLLISION WITH AN UNSEEN POWER LINE OCCURRED. THE COLLISION FORCED THE ACFT DOWN AND THE PILOT MADE A HARD LANDING WHICH DAMAGED THE LANDING GEAR AND THE RIGHT WING. THE VISIBILITY WAS ABOUT 5 MILES IN HAZE.

Brief of Accident (Continued)

File No. - 2305

8/08/82

CHENEYVILLE, LA

A/C Reg. No. N8807Z

Time (Lcl) - 0837 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HAZE
 2. VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND
 3. WEATHER CONDITION - WIRE, TRANSMISSION
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2351 8/17/82 ALEXANDRIA,LA A/C Reg. No. N7744C Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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-32R-300	Eng Make/Model - LYCOMING IO-540-K1A5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - UNK/NR	Weather Radar - NO
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ALEXANDRIA,LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC		Runway Ident - UNK/NR
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - 22000 FT OVERCAST	Type Apch/Lndg - CONTACT	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL.CFI	Current - YES	Total - 1827
SE LANL,ME LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 47
		Last 30 Days- UNK/NR
		Instrument- 190
		Last 90 Days- 65
		Multi-Eng - 757

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO PREPARE THE PILOT IN THE LEFT SEAT FOR A COMMERCIAL FLIGHT RATING. AFTER A POWER-OFF DESCENT FROM 4000 FT TO 2000 FT, THE INSTRUCTOR GAVE THE STUDENT A SIMULATED FORCED LANDING. REPORTEDLY, THE THROTTLE WAS OPENED BRIEFLY AT 1000 FT AND AGAIN AT ABOUT 500 FT TO CLEAR THE ENGINE. THE SIMULATED FORCED LANDING WAS CONTINUED UNTIL ABOUT 100 FT AGL. AT THAT POINT, THE THROTTLE WAS ADVANCED, BUT THERE WAS NO RESPONSE FROM THE ENGINE. THE INSTRUCTOR PILOT (IP) TOOK CONTROL AT ABOUT 50 FT AGL AND HE WAS UNABLE TO GET THE ENGINE TO RESPOND. THE IP STATED THAT THE GEAR WAS DOWN AND HE DECIDED TO SKID THE AIRCRAFT SIDEWAYS INTO THE PLOWED FIELD TO COLLAPSE THE GEAR. BOTH PILOTS STATED THAT THE ENGINE BEGAN TO REGAIN POWER DURING TOUCHDOWN, BUT STOPPED IMMEDIATELY WHEN THE PROPELLER CONTACTED THE GROUND. NO PREIMPACT FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2351

8/17/82

ALEXANDRIA, LA

A/C Reg. No. N7744C

Time (Lcl) - 1130 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - 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. - 2389

8/23/82

JONES, LA

A/C Reg. No. N8474V

Time (Lcl) - 1515 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
1	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Fire
ON GROUND

Crew
Pass
Other

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - ROCKWELL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/005 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8840
Make/Model- 836
Instrument- 11
Last 24 Hrs - 8
Last 30 Days- 10
Last 90 Days- 220

Instrument Rating(s) - NONE

-----Narrative-----

ROCKWELL INTERNATIONAL S-2R, N8474V, AND ANOTHER AIRCRAFT, AN AIR TRACTOR AT-400, N2342Z, COLLIDE WHILE BOTH AIRCRAFT WERE INVOLVED IN SPRAYING OPERATIONS. THE S-2R PILOT HAD FINISHED SPRAYING A FIELD WITH NORTH AND SOUTH SWATH RUNS, EXCEPT FOR CLEAN-UP SWATHS. AT THE SOUTH END OF THE FIELD, HE MADE A TRIM PASS FROM WEST TO EAST, THEN PULLED UP OVER TREES IN A RIGHT CLIMBING TURN. DURING THE RIGHT CLIMBING TURN ON A SOUTHEAST HEADING, THE AIRCRAFT COLLIDED WITH THE AT-400 THAT WAS IN A RIGHT DESCENDING TURN IN THE OPPOSITE DIRECTION. THE AT-400 PILOT WAS SPRAYING AN ADJACENT FIELD THAT WAS SURROUNDED BY TREES. HE HAD JUST COMPLETED A SWATH RUN TO THE SOUTH, AND WAS IN THE LAST PART OF A PROCEDURE TURN BACK TO THE NORTH, WHEN THE COLLISION OCCURRED.

Brief of Accident (Continued)

File No. - 2389

8/23/82

JONES, LA

A/C Reg. No. N8474V

Time (Lcl) - 1515 CDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2389 8/23/82 JONES, LA

A/C Reg. No. N2342Z

Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0
Other	1	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Fire
NONE

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - AIR TRACTOR INC. AT-400

Eng Make/Model - P & W PT6-A15-AG

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 - TURBOPROP

Weather Radar - NO

No. of Seats - 1

Rated Power - 680 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3202

Make/Model- 417

Instrument- 8

Last 24 Hrs - 6

Last 30 Days- 10

Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

AIR TRACTOR AT-400, N2342Z, AND ANOTHER AIRCRAFT, A ROCKWELL INTERNATIONAL S-2R, N8474V, COLLIDED WHILE BOTH AIRCRAFT WERE INVOLVED IN SPRAYING OPERATIONS. THE AT-400 PILOT WAS SPRAYING A FIELD THAT WAS SURROUNDED BY TREES. HE HAD JUST COMPLETED A SWATH RUN TO THE SOUTH WHERE HE BEGAN A PROCEDURE TURN BACK TO THE NORTH. HE BEGAN WITH A LEFT CLIMBING TURN, THEN REVERSED IN A RIGHT DESCENDING TURN. WHILE TURNING THROUGH A NORTHWESTERLY HEADING, THE AIRCRAFT COLLIDED WITH THE S-2R THAT WAS IN A RIGHT CLIMBING TURN, PASSING THROUGH A SOUTHEASTERLY HEADING. THE S-2R PILOT HAD FINISHED HIS NORTH AND SOUTH SWATH RUNS IN AN ADJACENT FIELD AND WAS MAKING A TRIM PASS FROM WEST TO EAST. HE WAS PULLING UP OVER TREES IN A RIGHT TURN WHEN THE COLLISION OCCURRED.

Brief of Accident (Continued)

File No. - 2389

8/23/82

JONES,LA

A/C Reg. No. N2342Z

Time (Lcl) - 1515 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2243 7/09/82 ANDOVER,MA A/C Reg. No. N2343 Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BREEZY RL4-1	Eng Make/Model - LYCOMING O-290	ELT Installed/Activated - YES/NO
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 - 3	Rated Power - 140 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEWKSBURY,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORTH HAMPTON,NH	Runway Ident - N/A
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 16.0 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 147
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 14
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT THE PLT FELT SOMETHING SNAP OR BREAK ON THE ACFT. THE CONTROL WHEEL MOVEMENT FOR THE AILERON BECAME EXCEEDINGLY HARDER TO MOVE & THE ACFT STARTED TO FLUTTER IN AN UP & DOWN MOTION. HE REDUCED POWER TO SLOW THE FLUTTERING ACTION, BUT WAS NOT ABLE TO MAINTAIN ALTITUDE, AN EMERGENCY LANDING WAS MADE ON A GOLF COURSE & THE ACFT ROLLED INTO A SAND TRAP. INVESTIGATION REVEALED THAT THE UPPER LEFT LONGERON LOCATED NEAR THE REAR PLT'S SEAT WAS BROKEN & THE TUBING SPLIT. IT HAD FAILED JUST BEHIND THE REAR SEAT AT THE TUBING CLUSTER WELD. THE CRACK STARTED AT THE REAR EDGE OF THE CLUSTER WELD IN THE AREA WHICH SHOWED THE MOST HEAT PENETRATION OF THE BASE METAL THEN PROGRESSING AROUND THE TUBE.

Brief of Accident (Continued)

File No. - 2243

7/09/82

ANDOVER,MA

A/C Reg. No. N2343

Time (Lcl) - 1200 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUSELAGE, LONGERON - FAILURE, PARTIAL
2. FUSELAGE, LONGERON - CRACKED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2354 7/16/82 SOUTHWICK, MA A/C Reg. No. N6426K Time (Lcl) - 1925 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - DOWNER REPUBLIC RC-3	Eng Make/Model - FRANKLIN 6A2-215	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2980	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SIMSBURY, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINDSOR LOCKS, CT	Runway Ident - UNK/NR
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 148
SE LAND	Months Since - 1	Make/Model- 63
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE ENGINE BEGAN TO RUN ROUGH. THE PILOT ATTEMPTED TO CORRECT THE SITUATION BUT THE ENGINE CONTINUED TO OPERATE AT REDUCED POWER. HE ELECTED TO LAND THE AMPHIBIOUS PLANE IN A FIELD AND EXTENDED THE GEAR. HOWEVER THE PILOT SAW THAT THE AIRCRAFT WOULD NOT CLEAR TREES, SO HE DECIDED TO LAND ON A NEARBY LAKE. THERE WAS NOT ENOUGH TIME TO RETRACT THE GEAR; THEREFORE, DURING THE LANDING, THE PLANE FLIPPED OVER. IT CONTINUED TO FLOAT, AND LATER, IT WAS TURNED TO AN UPRIGHT POSITION AND TOWED OUT OF THE LAKE ON ITS GEAR. THE PILOT STATED THAT HE HAD DRAINED THE SUMPTS BEFORE THE FLIGHT. AFTER THE ACCIDENT, HE DRAINED ABOUT 5 OUNCES OF FLUID FROM THE UPPER DRAIN AND ABOUT HALF OF IT WAS WATER. HOWEVER, THE WATER WAS FOUND AFTER THE AIRCRAFT HAD FLOATED UPSIDE DOWN IN THE LAKE OVER NIGHT.

Brief of Accident (Continued)

File No. - 2354

7/16/82

SOUTHWICK, MA

A/C Reg. No. N6426K

Time (Lcl) - 1925 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND
6. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2355

6/27/82

SHAPLEIGH, ME

A/C Reg. No. N11457

Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROCHESTER, NH
Destination
JACKMAN, ME

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JACKMAN
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	112	Last 24 Hrs -	3
Make/Model-	87	Last 30 Days-	UNK/NR	
Instrument-	5	Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED ON A CROSS-COUNTRY FLIGHT FROM JACKMAN, ME TO ROCHESTER, NH AND RETURN. PRIOR TO TAKEOFF, THE FUEL TANKS WERE TOPPED OFF. DURING THE PREFLIGHT, THE LEFT FUEL GAUGE WAS FOUND TO BE "PINNED" AT THE FULL POSITION AND WAS INOPERATIVE. AFTER LANDING AT ROCHESTER, THE PILOT TOOK OFF ON THE RETURN FLIGHT WITHOUT REFUELING. AT THAT TIME, HE NOTED THAT THE OPERATING (RIGHT) FUEL GAUGE WAS INDICATING AT LEAST HALF FULL. WHILE EN ROUTE IN THE VICINITY OF SEBAGO LAKE, THE PILOT NOTICED THAT THE REMAINING GAUGE WAS QUICKLY BECOMING LOW. HE CHANGED COURSE TO LAND AT SANFORD, ME. BEFORE REACHING SANFORD, THE ENGINE LOST POWER FROM FUEL EXHAUSTION AFTER ABOUT 3.7 HRS OF FLIGHT TIME. THE PILOT ATTEMPTED TO LAND IN A SMALL FIELD WITH TREES AND WIRES AT THE NEAR END, BUT WAS UNABLE. HE THEN AIMED THE AIRCRAFT BETWEEN ROWS OF TREES. SUBSEQUENTLY, THE WINGS COLLIDED WITH TREE TRUNKS AT ABOUT 18 FT AGL. THE PILOT STATED HE FIGURED THE FUEL CONSUMPTION WOULD BE 4 TO 4.3 GAL/HR. THE ACTUAL CONSUMPTION WAS ABOUT 6 GAL/HR.

Brief of Accident (Continued)

File No. - 2355

6/27/82

SHAPLEIGH, ME

A/C Reg. No. N11457

Time (Lc1) - 1630 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - INOPERATIVE
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 5. FLUID, FUEL - EXHAUSTION
 6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 8. WEATHER CONDITION - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2353 7/25/82 NILES, MI A/C Reg. No. N2902N Time (Lc1) - 2115 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 120	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather		JERRY TYLER MEMORIAL
Wind Dir/Speed-	ATC/Airspace	Runway Ident
250/005 KTS	Type of Flight Plan	- 21
Visibility	- NONE	Runway Lth/Wid
- 7.0 SM	Type of Clearance	- 3300/ 75
Cloud Conditions(1st)	- NONE	Runway Surface
- NONE	Type Apch/Lndg	- ASPHALT
Cloud Conditions(2nd)	- NONE	Runway Status
- NONE	CONTACT	- DRY
Obstructions to Vision-		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age -	51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
STUDENT	Current	- N/A	Total	- 26
	Months Since	- N/A	Make/Model-	26
	Aircraft Type	- N/A	Instrument-	0
			Last 24 Hrs	- 2
			Last 30 Days	- UNK/NR
			Last 90 Days	- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ON HIS SECOND SOLO FLIGHT IN EVENING HOURS. REPORTEDLY, AFTER HE HAD COMPLETED 4 LANDINGS, DUSK WAS APPROACHING AND THE INSTRUCTOR TOLD HIM TO MAKE ONLY 2 MORE LANDINGS. WHEN THE STUDENT WAS ABOUT READY TO TAKEOFF ON HIS 6TH PATTERN, A KING AIR CALLED ON A STRAIGHT-IN APPROACH. BY THE TIME THE KING AIR LANDED AND THE STUDENT TOOK OFF, IT WAS DUSK AND DARKNESS WAS APPROACHING. DURING THE LAST LANDING, THE AIRCRAFT BOUNCED, AND ON THE SECOND TOUCHDOWN, IT VEERED OFF THE LEFT SIDE OF THE RUNWAY, WENT INTO THE GRASS, THEN NOSED OVER. THE INSTRUCTOR, WHO WAS MONITORING THE FLIGHT, BELIEVED THAT THE APPROACHING DARKNESS CONTRIBUTED TO THE MISHAP.

Brief of Accident (Continued)

File No. - 2353

7/25/82

NILES,MI

A/C Reg. No. N2902N

Time (Lcl) - 2115 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DUSK
 2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - INADVERTENT - 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) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2204 9/02/82 DETROIT,MI A/C Reg. No. N48209 Time (Lcl) - 1720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL MAPPING/PHOTOGRAPHY	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 - HILLER 12B	Eng Make/Model - FRANKLIN 210	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - RADIO	NEW HUDSON,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DETROIT,MI	DETROIT CITY
Wind Dir/Speed- 280/018 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7441
SE LAND	Months Since - 1	Make/Model- 69
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 299
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - 6911

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT ENTERED THE DETROIT CITY ARPT AREA FROM THE WEST WITH WINDS FROM 280 DEGREES AT 18K GUSTING TO 23K. AT 150-175 FT AGL THE PLT ADDED POWER IN ORDER TO REDUCE HIS CLOSURE RATE, TRAVELING SOUTHEASTERLY AT THE TIME. THE ACFT THEN STARTED YAWING TO THE RIGHT. THE PLT WAS UNABLE TO STOP THE YAW WITH LEFT PEDAL DISPLACEMENT. HE STATED THAT THE ROTOR RPM DECAYED WITH FULL THROTTLE. THE COLLECTIVE WAS LOWERED & AT 5 FT THE PLT ATTEMPTED TO LEVEL THE ACFT, HOWEVER THE ACFT LANDED TAIL LOW.

Brief of Accident (Continued)

File No. - 2204

9/02/82

DETROIT, MI

A/C Reg. No. N48209

Time (Lc1) - 1720 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 6. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2205 9/02/82 BLOOMFIELD HILLS, MI A/C Reg. No. N6544H Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER J-3C65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	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	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- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1186
SE LAND, SE SEA	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - C-170	Make/Model- 485
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 84

Instrument Rating(s) - NONE

-----Narrative-----

TAKEOFF WAS FROM SE END OF A LAKE ABOUT 4,000 FT LONG (SE TO NW) WITH A SMALL ISLAND IN THE CENTER. THE PLT STATED THAT AFTER LIFT-OFF HE OBTAINED CLIMB SPEED BUT THE ACFT WOULD NOT CLIMB FROM ABOUT 20-30 FT ABOVE THE WATER. SEVERE TURBULENCE WAS ENCOUNTERED & THE ACFT DRIFTED INTO THE TREES ON THE ISLAND. THE PLT INDICATED THAT A TAKEOFF TO THE EAST OF THE ISLAND WOULD HAVE BEEN MORE ADVANTAGEOUS, BUT A BOAT WAS LOCATED BETWEEN THE ISLAND & THE EASTERN SHORE OF THE LAKE. THE ACFT WAS ABOUT 20 LBS UNDER MAX GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 2205

9/02/82

BLOOMFIELD HILLS,MI

A/C Reg. No. N6544H

Time (Lc1) - 1400 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. CLEARANCE - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2207 9/08/82 HOLLAND, MI A/C Reg. No. N54847 Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WHEELING, IL	TULIP CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4310	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 1	Make/Model- 80	Last 30 Days- 10
	Aircraft Type - PA-23	Instrument- UNK/NR	Last 90 Days- 45
		Multi-Eng - 3810	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT TAXIING TO TAKEOFF COLLIDED WITH FUEL PUMPS.

Brief of Accident (Continued)

File No. - 2207

9/08/82

HOLLAND, MI

A/C Reg. No. N54847

Time (Lcl) - 1700 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRPORT FACILITY
 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2285 9/21/82 DETROIT, MI A/C Reg. No. N29246 Time (Lcl) - 1040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- AERONCA 7EC	Eng Make/Model	- CONTINENTAL C-90-12F	ELT Installed/Activated	- NO -N/A
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1474	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 2	Rated Power	- 90 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather		DETROIT SEAPLANE BASE
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- UNK/NR
Cloud Conditions(1st)	Type of Flight Plan	- UNK/NR
Cloud Conditions(2nd)	Type of Clearance	- WATER
Obstructions to Vision	Type Apch/Lndg	- UNK/NR
Precipitation		
Condition of Light		

-----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 - 1735
SE LAND,ME LAND,SE SEA	Months Since	- 11	Make/Model-
	Aircraft Type	- UNK/NR	Instrument-
			Multi-Eng - 12
			Last 24 Hrs - 0
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT MADE LEFT TURN AFTER TAKEOFF AT 15 FEET AGL BEHIND TREE LINE WHICH INTERFERRED WITH AVAILABLE WIND.
AIRCRAFT STALLED AND DRAGGED LEFT WING, FOLLOWED BY CARTWHEEL AND SINKING.

Brief of Accident (Continued)

File No. - 2285

9/21/82

DETROIT,MI

A/C Reg. No. N29246

Time (Lc1) - 1040 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2318 7/14/82 GRACEVILLE, MN A/C Reg. No. N3690X Time (Lcl) - 1405 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	UNK/NR	Pass	0	Serious	Minor
Accident Occurred During	-MANEUVERING			0	0	0
				0	0	0
						1
						0

-----Aircraft Information-----

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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		
Wind Dir/Speed- 135/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3722
SE LAND	Months Since - 13	Make/Model- 1933
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 88

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON AN AERIAL APPLICATION FLIGHT TO A FIELD WITH POWER LINES ALONGSIDE. THE WIND WAS REPORTED TO BE FROM THE SOUTHEAST A 6, GUSTING 11 KTS. THE PILOT SAID THAT HE ENCOUNTERED "DEAD AIR" WHILE HE WAS IN HIS FOURTH PORCEDURE TURN. DUE TO THE PROXIMITY OF THE POWER LINES, HE ADDED POWER AND STEEPENED HIS TURN. SUBSEQUENTLY, THE PLANE STALLED AND THE LEFT WING CONTACTED THE GROUND. THE AIRCRAFT CARTWHEELED AND WAS DAMAGED BEYOND ECONOMICAL REPAIR.

Brief of Accident (Continued)

File No. - 2318

7/14/82

GRACEVILLE,MN

A/C Reg. No. N3690X

Time (Lcl) - 1405 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - GUSTS
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2343 7/26/82 ADA,MN A/C Reg. No. N7208Z Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA25-235C	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- CALM	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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 452
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 143
		Instrument- 49
		Last 30 Days- UNK/NR
		Last 90 Days- 143

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SPRAYED ONE FIELD AND PROCEEDED TO THE NEXT FIELD ABOUT 2 MILES AWAY. HE STATED THAT HE EXECUTED A TIGHT 270 DEG TURN TO THE RIGHT AT ABOUT 100 FT. HE ALSO STATED THAT AFTER ABOUT 90 DEG THROUGH THE TURN, THE AIRCRAFT LOST POWER, STALLED AND CRASHED. DURING AN INVESTIGATION, THE MAIN FUEL CONTROL VALVE WAS FOUND TO BE ABOUT 75% CLOSED. THE CABLE ASSEMBLY, PN 65227-06, THAT CONNECTS THE CONTROL KNOB IN THE COCKPIT TO THE MAIN FUEL CONTROL VALVE WAS DISCONNECTED FROM THE FUEL CONTROL VALVE BRACKET, PN 64304-00.

Brief of Accident (Continued)

File No. - 2343

7/26/82

ADA,MN

A/C Reg. No. N7208Z

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - DISCONNECTED
 2. FLUID,FUEL - STARVATION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2365 7/31/82 BROOKLYN PARK, MN A/C Reg. No. N96055 Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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- 300/006 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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 - 30
Runway Lth/Wid - 900 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 250	Last 24 Hrs	- 0
Make/Model-	250	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF FROM A 900 FT SOD AIRSTRIP WITH A REPORTED 6 KT HEAD WIND. HE STATED THAT THERE WAS NOT ENOUGH POWER TO CLIMB AND THE AIRCRAFT REMAINED ABOUT 20 TO 30 FT AGL. DUE TO THE PROXIMITY OF OBSTACLES A FORCED LANDING WAS MADE IN AN OPEN FIELD ABOUT 1/2 MILE FROM THE AIRSTRIP. THE PILOT SAID THE AIRCRAFT WAS PROBABLY OVER GROSSED FOR THE TEMPERATURE, HUMIDITY AND RUNWAY LENGTH. HE ESTIMATED THAT THE TEMPERATURE WAS BETWEEN 85 AND 90 DEG. THE REPORTED ELEVATION WAS 810 FT MSL. THE AIRCRAFT WAS DAMAGED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2365

7/31/82

BROOKLYN PARK, MN

A/C Reg. No. N96055

Time (Lc1) - 1500 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2253

8/10/82

PALISADE,MN

A/C Reg. No. N5594N

Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - HILLER 12E

Landing Gear - SKID

Max Gross Wt - 2100

No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-C2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 305 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/003 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

HELICOPTER

Age - 22

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 675

Make/Model- 195

Instrument- 0

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 190

Rotorcraft - 475

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LOST POWER, PILOT AUTOROTATED AT 20 FEET AGL. MADE HARD FORCED LANDING AND AIRCRAFT ROLLED OVER. PISTON ROD FAILED BECAUSE CAP BOLT WAS UNDERTORQUED.

Brief of Accident (Continued)

File No. - 2253

8/10/82

PALISADE,MN

A/C Reg. No. N5594N

Time (Lcl) - 0800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - UNDERTORQUED
 2. MAINTENANCE,OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - INITIATED - PILOT IN COMMAND
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,SKID ASSEMBLY - OVERLOAD
 6. LANDING GEAR,SKID ASSEMBLY - FAILURE,TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2364 8/22/82 HOUSTON, MN A/C Reg. No. N8601C Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1850	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	- BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	WEST BEND, WI	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	WASECA, MN	Runway Ident
Wind Dir/Speed	- 270 -UNK/NR		- N/A
Visibility	- 3.0 SM	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	- 1000 FT INDEFINITE	Type of Flight Plan	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- N/A
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- N/A
Precipitation	- DRIZZLE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 91	Last 24 Hrs - 0
SE LAND	Months Since - UNK/NR	Make/Model - 78	Last 30 Days - 0
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OBTAINED A WEATHER BRIEFING BEFORE DEPARTING ON A CROSS-COUNTRY FLIGHT FROM WEST BEND, WI TO WASECA, MN. REPORTEDLY, THE CEILING WAS 2500 TO 3000 FT OR BETTER (AS BRIEFED) UNTIL AFTER CROSSING THE MISSISSIPPI RIVER. THE WEATHER THEN BEGAN TO DETERIORATE AND THE PILOT ENCOUNTERED MODERATE TURBULENCE. SUBSEQUENTLY, HE FLEW INTO A MISTY CONDITION THAT OBSCURED HIS FORWARD VISIBILITY. HE FOUND HIMSELF IN A VALLEY WITH THE SURROUNDING HILLTOPS "NEARLY OBSCURED" AND ELECTED TO LAND IN A HARVESTED FIELD. A DOWNWIND LANDING WAS MADE TO AVOID OBSTRUCTIONS AT THE WINDWARD END OF THE FIELD. AFTER ROUNDOUT, THE AIRCRAFT CONTINUED TO FLOAT, AND WHEN THE PILOT REALIZED HE WAS RUNNING OUT OF ROOM, HE INITIATED A GO-AROUND. HE APPLIED POWER AND RETRACTED THE FLAPS FROM FULL DOWN TO FULL UP, BUT THE AIRCRAFT'S ABILITY TO CLIMB AND ACCELERATE WERE NEGLIGIBLE. TO AVOID HITTING TREES, THE PILOT ELECTED TO LAND IN A RIVER NEAR THE END OF THE FIELD.

Brief of Accident (Continued)

File No. - 2364

8/22/82

HOUSTON,MN

A/C Reg. No. N8601C

Time (Lc1) - 1115 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - TURBULENCE
 4. WEATHER CONDITION - RAIN
-

Occurrence #2 DITCHING
Phase of Operation LANDING

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 7. WEATHER CONDITION - TAILWIND
 8. DISTANCE - MISJUDGED - PILOT IN COMMAND
 9. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 10. GO-AROUND - DELAYED - PILOT IN COMMAND
 11. OBJECT - TREE(S)
 12. RAISING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,9,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2326 10/14/82 SACRED HESET,MN A/C Reg. No. N758QX Time (Lcl) - 1350 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL MAPPING/PHOTOGRAPHY	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING IO-360-KB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 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	LA CROSSE,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SACRED HESET,MN	
Wind Dir/Speed- 290/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2800
SE LAND,ME LAND	Months Since - 1	Make/Model- 652
	Aircraft Type - C-172	Instrument- 200
		Multi-Eng - 220
		Last 24 Hrs - 7
		Last 30 Days- 140
		Last 90 Days- 275

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A FLIGHT TO PHOTOGRAPH FARMS, THE ENGINE LOST POWER AND THE PILOT WAS UNABLE TO GET IT RESTARTED. AN EMERGENCY LANDING WAS MADE IN A BEAN FIELD THAT WAS SOFT FROM RECENT RAINS. SHORTLY AFTER TOUCHDOWN, THE AIRCRAFT NOSED OVER. AFTER THE ACCIDENT, ABOUT 5 GAL OF FUEL WAS FOUND IN EACH TANK. AN EXAMINATION AND RUN-UP OF THE ENGINE REVEALED NO PREIMPACT, MERCHANICAL FAILURES.

Brief of Accident (Continued)

File No. - 2326

10/14/82

SACRED HESET,MN

A/C Reg. No. N758QX

Time (Lcl) - 1350 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

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. - 2392 8/12/82 LEES SUMMIT, MO A/C Reg. No. N3331S Time (Lc1) - 2115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	Crew 1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 210J	Eng Make/Model	- CONTINENTAL IO-520-J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	OLATHE, KS	
Completeness	Destination	Airport Data
Basic Weather	LEES SUMMIT, MO	MCCOMAS-LEES SUMMIT
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	Type of Flight Plan	Runway Surface
Cloud Conditions(2nd)	Type of Clearance	Runway Status
Obstructions to Vision	Type Apch/Lndg	
Precipitation		
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 269	Last 24 Hrs - 0
SE LAND	Months Since - 13	Make/Model - 139	Last 30 Days - 4
	Aircraft Type - UNK/NR	Instrument - 25	Last 90 Days - 22

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN REPAINTED AT TOPEKA, KS. ON A RETURN FLIGHT TO KANSAS CITY, MO. THE PILOT DIVERTED TO OLATHE, KS AFTER FINDING CLOUDS AT THE INTENDED DESTINATION. HE THEN DEPARTED ON A NIGHT FLIGHT TO LEES SUMMIT, MO. AFTER ENTERING THE TRAFFIC PATTERN AT LEES SUMMIT, HE TRANSMITTED THAT HE WAS HIGH AND WAS EXTENDING HIS DOWNWIND LEG. MOMENTS LATER, HE TRANSMITTED THAT THE ENGINE HAD QUIT. THE AIRCRAFT THEN COLLIDED WITH TREETOPS ABOUT ONE MILE FROM THE AIRPORT WHILE IN A SHALLOW DESCENT. AN INVESTIGATION REVEALED THAT THE AIRCRAFT HAD NOT BEEN REFUELED AT TOPEKA OR OLATHE. ONLY 1/2 GAL OF FUEL WAS FOUND IN THE RIGHT TANK AND THE LEFT TANK WAS EMPTY. HOWEVER, BOTH TANKS WERE DAMAGED FROM IMPACT. ONLY A FEW DROPS OF FUEL WAS FOUND IN THE LINE FROM THE FUEL CONTROLLER TO THE FLOW DIVIDER. ALSO, OBSTRUCTIONS WERE FOUND IN THE #2 AND #4 FUEL NOZZLES, AND THE OUTPUT OF THE FUEL PUMP WAS 25.3 PSI. THE DESIRED PRESSURE WAS 29.5 PSI.

Brief of Accident (Continued)

File No. - 2392

8/12/82

LEES SUMMIT,MO

A/C Reg. No. N3331S

Time (Lc1) - 2115 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2299 9/02/82 INDEPENDENCE, MO A/C Reg. No. N21CV Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	1	0
					1
					0

-----Aircraft Information-----

Make/Model - VILLINE'S BREEZY RLV-1	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
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 - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		INDEPENDENCE MEMORIAL
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1246
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT MADE A PRECAUTIONARY LANDING WHEN AIRCRAFT DEVELOPED A VIBRATION. WHAT PILOT THOUGHT WAS A BEAN FIELD WAS 5 FEET HIGH MILO, AND AIRCRAFT FLIPPED INVERTED. VIBRATION WAS CAUSED BY PIECE OF SEPARATED EXHAUST SYSTEM HITTING AND BREAKING OFF PART OF THE WOODEN PROPELLER.

Brief of Accident (Continued)

File No. - 2299

9/02/82

INDEPENDENCE, MO

A/C Reg. No. N21CV

Time (Lcl) - 1800 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, STACK - FAILURE, PARTIAL
2. EXHAUST SYSTEM, STACK - SEPARATION
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - FOREIGN OBJECT DAMAGE
4. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2202 9/30/82 EXCELSIOR SPRINGS,MO A/C Reg. No. N39591 Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA32RT-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-SIAD
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- 170/008 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 8000 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

LAWRENCE,KS

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

EXCELSIOR SPRINGS MEM

Runway Ident - 19

Runway Lth/Wid - 2005/ 48

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 334 Last 24 Hrs - 0

Make/Model- 66 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

PILOT DID NOT ATTAIN ENOUGH AIRSPEED AND ABORTED TAKEOFF TOO LATE TO STOP BEFORE GOING OFF END OF RUNWAY INTO BUSHES. DAMAGING LANDING GEAR.

Brief of Accident (Continued)

File No. - 2202

9/30/82

EXCELSIOR SPRINGS, MO

A/C Reg. No. N39591

Time (Lcl) - 1615 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2232 10/10/82 CUBA,MO

A/C Reg. No. N5829B

Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - 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- 180/013 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ROLLA,MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CUBA MUNICIPAL
Runway Ident - 18
Runway Lth/Wid - 2900/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 400	Last 24 Hrs	- 2
Make/Model-	355	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

PILOT SAYS AIRCRAFT LOST POWER AT 200 FEET AGL. FORCED LANDING RESULTED IN COLLISION WITH A TREE STUMP. NO REASON FOR ENGINE MALFUNCTION FOUND.

Brief of Accident (Continued)

File No. - 2232

10/10/82

CUBA,MO

A/C Reg. No. N5829B

Time (Lc1) - 1000 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2398 10/25/82 ST. CHARLES, MO A/C Reg. No. N8184Y Time (Lcl) - 0525 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 270/005 KTS
Visibility - .250 SM
Cloud Conditions(1st) - PART OBSC
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FT. RILEY, KS

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ST. CHARLES
Runway Ident - 27
Runway Lth/Wid - 3500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE, COMMERCIAL
SE LAND
HELICOPTER

Age - 30

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 618	Last 24 Hrs	- 0
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
		Rotorcraft	- 511

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT CRASHED ON THE NORTH BOUNDARY OF THE ARPT WITHIN MINUTES AFTER HAVING BEEN SEEN DEPARTING RWY 27. DENSE GROUND FOG PREVAILED AT THE CRASH SITE. APPROXIMATELY 1-1/2 HOURS AFTER THE ACCIDENT EXAMINATION DISCLOSED VERY HEAVY FROST ON ALL ACFT PARKED ADJACENT TO THE SPOT WHERE THE ACFT HAD BEEN SEEN PARKED FOR TWO DAYS. ACCORDING TO THE PERSON WHO DROVE THE PLT TO THE ARPT THERE WAS FROST ON THE ACFT WHEN THEY ARRIVED AT THE ARPT. HE FURTHER STATED THAT HE DID NOT SEE THE PLT REMOVE FROST FROM ANY PART OF THE ACFT EXCEPT THE WINDSHIELD. THE CARBURETOR HEAT VALVE WAS FOUND JAMMED IN THE FULL HOT POSITION. ACCORDING TO ENGINEERING DATA OBTAINED FROM PIPER THE HEAT RISE OF THE CARB HEAT SYSTEM IS 129 DEG F AT 75% POWER & 28 DEG F AMBIENT AIR TEMP. THE POWER LOSS DUE TO CARB HEAT IS 1% FOR EACH 10 DEG HEAT RISE.

Brief of Accident (Continued)

File No. - 2398

10/25/82

ST. CHARLES, MO

A/C Reg. No. N8184Y

Time (Lc1) - 0525 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. CHECKLIST - NOT USED - PILOT IN COMMAND
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. WING - ICE
 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 6. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 7. WEATHER CONDITION - FOG
-

----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. - 2213 11/03/82 KANSAS CITY, MO A/C Reg. No. N65685 Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
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- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TOPEKA, KS

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

KANSAS CITY INTERNATIONAL
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 - 54
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	515	Last 24 Hrs	-	1
Make/Model	-	71	Last 30 Days	-	UNK/NR
Instrument	-	9	Last 90 Days	-	14

Instrument Rating(s) - NONE

-----Narrative-----

PILOT TAXIING TO TAKEOFF WENT ON A ROADWAY INSTEAD OF A TAXIWAY AND COLLIDED WITH A SIGN POST. THE TAXIWAY WAS MARKED BY SIGNS AND YELLOW PAINT LINES ON SURFACE WHERE PILOT BECAME DISORIENTED AND LEFT TAXIWAY TO FOLLOW ROAD.

Brief of Accident (Continued)

File No. - 2213

11/03/82

KANSAS CITY, MO

A/C Reg. No. N65685

Time (Lcl) - 1800 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2215 7/03/82 DUNCAN,MS A/C Reg. No. N41661 Time (Lcl) - 1630 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	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	CLEVELAND,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DUNCAN,MS	
Wind Dir/Speed- 225/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 75
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		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ATTEMPTED TAKEOFF FROM STRIP WITH 4 INCH DEEP GRASS AND A 75 DEGREE CROSSWIND. OCCUPANTS WEIGHED TOTAL OF 490 LBS. TEMPERATURE WAS 94 DEGREES. AIRCRAFT MUSHED BACK INTO GROUND AND PUSHED GEAR STRUTS THROUGH WING.

Brief of Accident (Continued)

File No. - 2215

7/03/82

DUNCAN,MS

A/C Reg. No. N41661

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. WEATHER CONDITION - CROSSWIND
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2382 8/21/82 LEXINGTON, MS A/C Reg. No. N5044T Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 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		OLD LEXINGTON AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 10
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200 -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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 328
SE LAND	Months Since - 3	Make/Model- 164
	Aircraft Type - PA-28	Instrument- UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 6 MINUTES AFTER TAKEOFF, THERE WAS A PARTIAL LOSS OF ENGINE POWER WHEN THE MIXTURE LEVER WAS RETARDED TO LEAN THE ENGINE FOR CRUISE. THE MIXTURE WAS QUICKLY ADVANCED, BUT THE ENGINE CONTINUED TO LOSE POWER. THE PILOT TURNED BACK TOWARD THE DEPARTURE AIRPORT. DURING THE APPROACH, THE AIRSPEED WAS HIGH AND THE PILOT WAS OVERSHOOTING, SO HE INITIATED A GO-AROUND. HOWEVER, THE ENGINE WOULD ONLY DEVELOP 1400 RPM. THE AIRCRAFT WAS CRASH LANDED IN A SOY BEAN FIELD. DURING A POST-ACCIDENT ENGINE RUN-UP, THE ENGINE WOULD ONLY DEVELOP 1700 RPM. THE PARTIAL LOSS OF POWER OCCURRED WHEN THE MARVEL SCHEBLIER CARBURETOR, PN MA45PA, MALFUNCTIONED.

Brief of Accident (Continued)

File No. - 2382

8/21/82

LEXINGTON,MS

A/C Reg. No. N5044T

Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION

----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. - 2260 8/30/82 MARKS,MS A/C Reg. No. N8823S Time (Lc1) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - AIR TRACTOR 301A	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 180/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 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 - 43	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 - 6	Make/Model- 1640
	Aircraft Type - UNK/NR	Instrument- 70
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH GUY WIRE WHILE SPRAYING CHEMICALS, AIRCRAFT WENT OUT OF CONTROL AND CRASHED.

Brief of Accident (Continued)

File No. - 2260

8/30/82

MARKS,MS

A/C Reg. No. N8823S

Time (Lc1) - 0940 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - WIRE,STATIC
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2348 6/25/82 25NM SW SANTA RITA,MT A/C Reg. No. N2066J Time (Lcl) - 0700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
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
SANTA RITA,MT
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 - 56
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 15400
Make/Model- 3700
Instrument- 41
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 310

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DISPENSING HIS SECOND LOAD, THE PILOT RETURNED TO THE AIRPORT WHERE HE CIRCLED TO WAIT FOR TRAFFIC TO CLEAR THE RUNWAY. ABOUT 1/2 WAY THROUGH THE CIRCLE, THE ENGINE LOST POWER AND THE PILOT OBSERVED THAT THE FUEL GAUGES INDICATED EMPTY. HE LANDED ON A ROAD, BUT DURING THE FINAL ROLL-OUT, THE RIGHT WING STRUCK A SIGNPOST. THIS CAUSED THE PLANE TO GO OFF THE RIGHT SIDE OF THE ROAD, AND SUBSEQUENTLY, HIT A TELEPHONE POLE.

Brief of Accident (Continued)

File No. - 2348

6/25/82

25NM SW SANTA RITA,MT

A/C Reg. No. N2066J

Time (Lcl) - 0700 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2286 9/16/82 CONRAD, MT A/C Reg. No. N1299Q Time (Lcl) - 1945 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----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	- 1670	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
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- 230	Runway Ident
Visibility	- 75.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- NONE	Runway Surface
Cloud Conditions(2nd)	- NONE	Runway Status
Obstructions to Vision	- NONE	
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 320	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 127	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-----

PILOT HAD ENGINE LOSE POWER MOMENTARILY ON A PREVIOUS FLIGHT BUT DID NOT CONCERN HIMSELF ABOUT IT. DURING THIS FLIGHT POWER WAS LOST AT 4100 FEET. PILOT TRIED RESTART WITHOUT SUCCESS. DURING LANDING NOSE WAS LOWERED PRIOR TO TOUCHDOWN AND IT CAUGHT ON AN IRRIGATION MOUND. WATER WAS FOUND IN THE FUEL.

Brief of Accident (Continued)

File No. - 2286

9/16/82

CONRAD,MT

A/C Reg. No. N1299Q

Time (Lc1) - 1945 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2274

9/18/82

MISSOULA, MT

A/C Reg. No. N8375U

Time (Lcl) - 2200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 080/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
ONTARIO, OR
Destination
MISSOULA, MT

Airport Proximity
ON AIRPORT

Airport Data

JOHNSON-BELL
Runway Ident - 11
Runway Lth/Wid - 9499/ 150
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 - 21

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 80	Last 24 Hrs - 5
Make/Model- 63	Last 30 Days- 0
Instrument- 3	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDING AFTER CROSS-COUNTRY IN WINDY CONDITIONS. HE SAYS NOSE MUST HAVE HIT TOO HARD BECAUSE NOSE GEAR COLLAPSED..

Brief of Accident (Continued)

File No. - 2274

9/18/82

MISSOULA, MT

A/C Reg. No. N8375U

Time (Lcl) - 2200 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 2322 9/18/82 MARSHVILLE, NC A/C Reg. No. N9575F Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL - DUAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8385
SE LAND, ME LAND	Months Since - 14	Make/Model- 1845
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 337
		Multi-Eng - 665
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 73
		Rotorcraft - 5972

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE INSTRUCTOR PILOT (IP) AND THE STUDENT (A PRIVATE, SINGLE ENGINE LAND, PILOT) WERE ON A DUAL INSTRUCTIONAL FLIGHT. AFTER COMPLETING SEVERAL HOVER AUTOROTATIONS AND HOVERING PATTERNS, THE IP TOOK CONTROL. HE POSITIONED THE HELICOPTER FOR AN AUTOROTATION FROM 500 FT AGL WITH A POWER RECOVERY. WHEN ENTERING THE AUTOROTATION, THERE WAS A MISUNDERSTANDING CONCERNING WHO WAS TO FLY AND WHO WAS TO FOLLOW THROUGH ON THE CONTROLS. THE STUDENT THOUGHT HE WAS TO FOLLOW THROUGH, BUT REPORTEDLY, THE IP THOUGHT THE STUDENT HAD ASSUMED CONTROL. AS THE HELICOPTER APPROACHED THE GROUND, THE IP TOOK CONTROL AND FLARED; HOWEVER, DURING TOUCHDOWN, THE TAIL ROTOR STRUCK THE GROUND. THE STUDENT STATED THAT PREVIOUSLY, THE MICROPHONE SYSTEM HAD AN INTERMITTENT PROBLEM WHICH WAS THOUGHT TO HAVE BEEN REPAIRED. HE BELIEVED THE PROBLEM OCCURRED AGAIN AND CONTRIBUTED TO THE MISUNDERSTANDING.

Brief of Accident (Continued)

File No. - 2322

9/18/82

MARSHVILLE,NC

A/C Reg. No. N9575F

Time (Lc1) - 1100 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - INITIATED - PILOT IN COMMAND(CFI)
 2. COMM/NAV EQUIPMENT,INTERCOM - ERRATIC
 3. INSTRUCTIONS,WRITTEN/VERBAL - NOT UNDERSTOOD - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. LEVEL OFF - 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) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2321 9/25/82 HOLLY SPRINGS, NC A/C Reg. No. N177RW Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - WAINSCOTT SCAMP B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1100
No. of Seats - 1

Eng Make/Model - VW 1835CC
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- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRSTRIP

Airport Data

HOLLY SPRINGS
Runway Ident - 14
Runway Lth/Wid - 3000/ 100
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION
SOFT

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 - 62

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1825	Last 24 Hrs	- UNK/NR
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	58	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CALLED AHEAD BEFORE LANDING AT THE AIRPORT AND WAS TOLD THAT THE GRASS RUNWAY WAS USABLE. AFTER LANDING, HE INITIATED A TAKEOFF FROM THE SOFT, GRASS RUNWAY. ACCORDING, TO THE PILOT, THE GRASS WAS UNCUT AND WAS TOO HIGH FOR A DEPARTURE OF HIS TYPE OF AIRCRAFT. HE STATED THAT A LIFT-OFF WAS PROLONGED TO THE POINT THAT AN ABORT WAS IMPOSSIBLE AND THE AIRCRAFT STRUCK A TREE AND CRASHED.

Brief of Accident (Continued)

File No. - 2321

9/25/82

HOLLY SPRINGS, NC

A/C Reg. No. N177RW

Time (Lcl) - 1415 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2271 9/21/82 LANGDON,ND A/C Reg. No. N8107X Time (Lcl) - 1504 MDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	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	3	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- PIPER PA-34	Eng Make/Model	- CONTINENTAL TSIO-360-EB1	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 7	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	MINNEAPOLIS,MN		LANGDON MUNICIPAL	
Wind Dir/Speed	- 200/009 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3500/ 50
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 - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 1221
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model	- 3
	Aircraft Type - UNK/NR	Instrument	- 165
		Multi-Eng	- 53
		Last 24 Hrs	- 3
		Last 30 Days	- 0
		Last 90 Days	- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CABIN DOOR CAME OPEN IN FLIGHT AND PILOT MADE A PRECAUTIONARY LANDING. DURING ROLL-OUT NOSE GEAR COLLAPSED AS AIRCRAFT WEIGHT SETTLED ON IT SINCE IT HAD NOT FULLY EXTENDED.

Brief of Accident (Continued)

File No. - 2271

9/21/82

LANGDON,ND

A/C Reg. No. N8107X

Time (Lcl) - 1504 MDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR,PASSENGER - OPEN
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 3. GEAR DOWN AND LOCKED - NOT IDENTIFIED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2220 8/22/82 MAX,NE A/C Reg. No. N29639 Time (Lcl) - 1920 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12-65
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/021 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MCCOOK,NE
Destination
BOULDER.CO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 880
Make/Model- 578
Instrument- 6
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

PILOT FLYING CROSS-COUNTRY AT LOW ALTITUDE COLLIDED WITH WIRES AND CRASHED. NO MALFUNCTIONS OF AIRCRAFT OBSERVED.

Brief of Accident (Continued)

File No. - 2220

8/22/82

MAX,NE

A/C Reg. No. N29639

Time (Lc1) - 1920 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - WIRE,TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2356

5/02/82

NEW LONDON, NH

A/C Reg. No. N8309V

Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -TOWING GLIDERS

Flight Conducted Under -14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 210 -UNK/NR

Visibility - 30.0 SM

Cloud Conditions(1st) - 4500 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - SOFT

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 - 20

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 321

Make/Model- UNK/NR

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOWING A GLIDER, THE PILOT RETURNED TO AN UNIMPROVED AIRSTRIIP AND LANDED. DURING THE LANDING ROLL, THE AIRCRAFT BECAME MIRED IN SOFT SAND AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2356

5/02/82

NEW LONDON,NH

A/C Reg. No. N8309V

Time (Lc1) - 1415 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2373 8/10/82 LEBANON,NH A/C Reg. No. N5037D Time (Lcl) - 0957 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

MINOR

Fire

NONE

Crew
Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470L
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 - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 190/009 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

QUEBEC,

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

LEBANON MUNICIPAL

Runway Ident - 18

Runway Lth/Wid - 3984/ 150

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 - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 794

Make/Model- 385

Instrument- 12

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED AT THE UNCONTROLLED AIRPORT TO REFUEL. AFTER RECEIVING AN IN-PERSON WEATHER BRIEFING, HE FILED A VFR FLIGHT PLAN. HE CONTACTED THE FSS ON THE AIRPORT ADVISORY FREQUENCY AND ADVISED THAT HE WS TAXIING AND WOULD BE MAKING AN INTERSECTION TAKEOFF ON RUNWAY (RWY) 18. THE FSS ISSUED AN AIRPORT ADVISORY FOR RWY 18 AND PROVIDED A TRAFFIC ADVISORY CONCERNING AN AIRCRAFT ON A VOR APPROACH AND A CESSNA THAT HAD REPORTED ON DOWNWIND FOR RWY 07 ABOUT 1 MINUTE EARLIER. HOWEVER, THE PILOT REMEMBERED RECEIVING ONLY THE BAROMETRIC PRESSURE SETTING. HE STATED THAT HE DID NOT HEAR OTHER AIRCRAFT GIVING ADVISORIES ON THAT FREQUENCY. AS HE TAXIED EASTBOUND ON TO RWY 18, CESSNA 152, N89255, WAS LANDING ON RWY 07. SHORTLY AFTER THE PILOT OF N5037D BEGAN AN IMMEDIATE TAKEOFF, HE SAW THE CESSNA 152 AND APPLIED BRAKES. BUT HE DID NOT STOP UNTIL REACHING THE INTERSECTION OF THE RWYS. THE CESSNA 152 AIRCREW APPLIED BRAKES AND TRIED TURNING RIGHT, BUT THEIR LEFT WING TIP HIT THE WINDSHIELD OF N5037D. THE CESSNA 152 AIRCREW WERE PRACTICING CROSSWIND LANDINGS.

Brief of Accident (Continued)

File No. - 2373

8/10/82

LEBANON,NH

A/C Reg. No. N5037D

Time (Lcl) - 0957 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2373 8/10/82 LEBANON,NH A/C Reg. No. N89255 Time (Lcl) - 0957 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 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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		LEBANON MUNICIPAL
Wind Dir/Speed- 190/009 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5495/ 150
Cloud Conditions(1st) - 4000 FT SCATTERED	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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 862
SE LAND,ME LAND	Months Since - 3	Make/Model- 127
	Aircraft Type - UNK/NR	Instrument- 247
		Multi-Eng - 385
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT AND INSTRUCTOR PILOT (IP) WERE PRACTICING TOUCH-AND-GO LANDINGS. AFTER FOUR LANDINGS ON RUNWAY 18, THEY SWITCHED TO RUNWAY 07 FOR CROSSWIND PRACTICE. THE IP STATED THAT THEY UTILIZED THE AIRPORT ADVISORY SERVICE, MONITORED THE COMMUNICATIONS/POSITIONS OF OTHER AIRCRAFT, AND ADVISED THE FSS OF THEIR INTENTION TO SWITCH TO RUNWAY 07. THE IP WAS AWARE OF AN AIRCRAFT THAT HAD DEPARTED AND ANOTHER THAT WAS ON A VOR APPROACH, BUT STATED THAT HE DID NOT SEE ANY AIRCRAFT TAXIING ON THE RUNWAYS, RAMPS OR TAXIWAYS. AS THE AIRCRAFT WAS TOUCHING DOWN BETWEEN THE RUNWAY NUMBERS AND THE INTERSECTION, A CESSNA 182, N5037D, WAS OBSERVED ROLLING ON RUNWAY 18. THE IP REPORTED THAT BRAKES WERE APPLIED AND A RIGHT TURN WAS ATTEMPTED, BUT THE LEFT WING TIP STRUCK THE WINDSHIELD OF THE OTHER AIRCRAFT. THE CESSNA 182 PILOT HAD STARTED AN INTERSECTION TAKEOFF ON RUNWAY 18 FROM A TAXIWAY WHEN HE SAW N89255. HE APPLIED BRAKES AND CAME TO A STOP IN THE INTERSECTION OF THE RUNWAYS, JUST PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 2373

8/10/82

LEBANON, NH

A/C Reg. No. N89255

Time (Lc1) - 0957 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2211

9/06/82

MORRISTOWN, NJ

A/C Reg. No. N1547J

Time (Lcl) - 2155 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - AERO COMMANDER 112TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING T0-360-C1A6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 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 - 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
BLOCK ISLAND, RI
Destination
MORRISTOWN, NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MORRISTOWN

Runway Ident - 23
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	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-----

WHEN PILOT EXTENDED GEAR FOR LANDING A FIRE STARTED. THE FIRE CONTINUED AFTER LANDING AND PILOT WAS UNABLE TO EXTINGUISH IT. FIRE DEPARTMENT ARRIVED WITHIN 30 MINUTES BUT AIRCRAFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2211

9/06/82

MORRISTOWN,NJ

A/C Reg. No. N1547J

Time (Lc1) - 2155 EDT

Occurrence #1 FIRE

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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. - 2397

5/27/82

CLAYTON,NM

A/C Reg. No. N8088T

Time (Lcl) - 1226 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-236
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
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- 180/015 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 13000 FT UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PUEBLO,CO
Destination
LUBBOCK,TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25

Biennial Flight Review

Current - UNK/NR
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 184	Last 24 Hrs	- 2
Make/Model-	27	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	45

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, THE ENGINE LOST POWER. HE TRIED TO LAND ON A NEARBY AIRPORT. HOWEVER, UNEXPECTEDLY STRONG WINDS WERE ENCOUNTERED AND HE MADE A FORCED LANDING IN A PASTURED WHEN HE SAW HE COULD NOT REACH THE AIRPORT. DURING THE LANDING, THE AIRCRAFT STALLED FROM ABOUT 10 TO 15 FT AND THE LANDING GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE NUMBER TWO CONNECTING ROD HAD FAILED. THE PILOT REPORTED THAT THE WIND WAS FROM 180 DEG AT 15, GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 2397

5/27/82

CLAYTON,NM

A/C Reg. No. N8088T

Time (Lcl) - 1226 MDT

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 LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. LEVEL OFF - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2263 8/13/82 ALBUQUERQUE,NM A/C Reg. No. N1555Z Time (Lcl) - 1730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - DEMONSTRATION	Fire	Crew	0	0	2	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - BEECH P35	Eng Make/Model - CONTINENTAL IO-470-N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3125	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 - 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		CORONADO
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 17
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6442
SE LAND,ME LAND	Months Since - 17	Make/Model- 3500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF ENGINE REPORTEDLY LOST POWER. THE PILOT FLEW IT BETWEEN TREES BUT ONE WING WAS SEPARATED IN THE COLLISION WITH A TREE DURING THE FORCED LANDING. NO REASON FOR THE POWER LOSS WAS FOUND.

Brief of Accident (Continued)

File No. - 2263

8/13/82

ALBUQUERQUE,NM

A/C Reg. No. N1555Z

Time (Lcl) - 1730 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. 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. - 2394 8/23/82 SILVER CITY, NM A/C Reg. No. N9867F Time (Lcl) - 1405 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -TEST	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 401A	Eng Make/Model - CONTINENTAL TSIO-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 8	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		TURNER RIDGEPORT
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 50
Cloud Conditions(1st) - UNK/NR	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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 14850
SE LAND,ME LAND	Months Since - 3	Make/Model- 495
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 363
		Multi-Eng - 7747
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 294
		Rotorcraft - 2744

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING FLOWN TO CHECK IT AFTER SOME MINOR MAINTENANCE HAD BEEN PERFORMED. DURING THE TAKEOFF ROLL AT ABOUT 84 KTS, THE PILOT NOTED A DROP IN THE FUEL FLOW TO THE RIGHT ENGINE, FOLLOWED BY A LOSS OF POWER ON THE RIGHT SIDE. HE ABORTED THE TAKEOFF, BUT WHEN HE REALIZED THAT HE WOULD BE UNABLE TO STOP ON THE REMAINING RUNWAY, HE ELECTED TO GO OFF THE RIGHT SIDE. SUBSEQUENTLY THE AIRCRAFT, WENT THROUGH A FENCE AND THE NOSE GEAR COLLAPSED. NO PRE-ACCIDENT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2394

8/23/82

SILVER CITY, NM

A/C Reg. No. N9867F

Time (Lcl) - 1405 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
3. OBJECT - FENCE

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2254

8/27/82

LA PLATA,NM

A/C Reg. No. N3251V

Time (Lcl) - 1555 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/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 - 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
FARMINGTON,NM
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 - 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 - 36

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	76	Last 24 Hrs -	1
Make/Model-	76	Last 30 Days-	UNK/NR	
Instrument-	2	Last 90 Days-	7	

Instrument Rating(s) - NONE

-----Narrative-----

ACFT STRUCK A POWER LINE WHICH CROSSED A ROAD AT ABOUT 40 FT AGL. THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDE IN THE AREA PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2254

8/27/82

LA PLATA,NM

A/C Reg. No. N3251V

Time (Lc1) - 1555 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE,TRANSMISSION
 5. 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) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2300 9/30/82 GUADALUPITA,NM A/C Reg. No. N1477C Time (Lcl) - 1033 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D
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 - IMC
Wind Dir/Speed- 180/015 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - 700 FT SCATTERED
Cloud Conditions(2nd) - 3000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DELHART, TX
Destination
WINSLOW, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 473
Make/Model- UNK/NR
Instrument- 17
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 45
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ON CROSS-COUNTRY IMPACTED THE SIDE OF A 11,055 FOOT MOUNTAIN AT THE 10,800 FOOT LEVEL. THE MOUNTAINS WERE OBSCURED AT THE TIME.

Brief of Accident (Continued)

File No. - 2300

9/30/82

GUADALUPITA,NM

A/C Reg. No. N1477C

Time (Lcl) - 1033 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - OBSCURATION
 4. WEATHER CONDITION - TURBULENCE
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2250

8/24/82

DAYTON,NV

A/C Reg. No. N9968H

Time (Lcl) - 0400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Injuries		
		Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182R
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
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- 150/006 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
CARSON CITY,NV
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 22
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 - 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-----

AT ABOUT 0130 THE PLT & 4 COMPANIONS WERE EVICTED FROM THE COCKTAIL LOUNGE AT CARSON CITY ARPT FOR BEING DRUNK & DISORDERLY. AFTER THE LOUNGE CLOSED THEY CONTINUED THEIR DRINKING ON THE ACFT RAMP WHERE THE PLT & ONE COMPANION ATTEMPTED TO STEAL A TWIN-ENG ULTRALIGHT. AFTER STARTING ONE ENG THEY WERE UNABLE TO START THE OTHER & ABORTED THE ULTRALIGHT THEFT. N9968H WAS REPORTED STOLEN ON THE AFTERNOON OF THE FOLLOWING DAY & FOUND AT 1815 ON 8/26. THE PLT WAS ENDORSED FOR SOLO IN 1977 BUT THERE WAS NO RECORD OF ANY FLT INSTRUCTION HAVING BEEN GIVEN TO THE PLT SINCE THE ENDORSEMENT. THE PLT'S LIVER TISSUE FLUID ALCOHOL LEVEL WAS 143 MG% & THE PASSENGER'S 178 MG%. THE ACCIDENT OCCURRED IN DESERT TERRAIN AT NIGHT.

Brief of Accident (Continued)

File No. - 2250

8/24/82

DAYTON,NV

A/C Reg. No. N9968H

Time (Lcl) - 0400 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. LIGHT CONDITION - NIGHT
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
3. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2218

9/11/82

ELKO, NV

A/C Reg. No. N51JW

Time (Lcl) - 1201 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

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - NORTH AMERICAN F-51D

Eng Make/Model - PACKARD V-1650

ELT Installed/Activated - UNK/NR

Landing Gear - TAILWHEEL-ALL RETRACT

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 8200

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 1490 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/005 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

CARSON CITY, NV

Destination

RENO-ELKO, NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 49

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, ATP

Current - YES

Total - 10450

Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - 9

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 PLT FLEW DOWN THE LENGTH OF RWY 06 ABOUT 100 FT AGL, PULLED UP & DID AN 8-POINT ROLL WHILE CLIMBING. HE THEN FLEW DOWN RWY 12 & PULLED UP. AFTER A BRIEF CLIMB THE PLT BEGAN A SLOW ROLL TO THE LEFT. JUST AS THE ACFT BECAME INVERTED THE ROLL STOPPED & THE WINGS WAGGED ERRATICALLY WITH THE NOSE DROPPING TO NEARLY HORIZONTAL. THE NOSE WAS THEN PUSHED DOWN WITH THE PLANE STILL INVERTED. THE ACFT ACCELERATED THROUGH THE VERTICAL & SIMULTANEOUSLY BEGAN TO PULL UP & ROLL LEVEL PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 2218

9/11/82

ELKO,NV

A/C Reg. No. N51JW

Time (Lcl) - 1201 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2338 4/22/82 ENDICOTT, NY A/C Reg. No. N2456Y Time (Lcl) - 1645 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 - CESSNA 172D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320 -UNK/NR
Visibility - 45.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POUGHKEEPSIE, NY
Destination
UTICA, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TRI-CITIES
Runway Ident - 21
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 73
Make/Model- UNK/NR
Instrument- UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE FROM POUGHKEEPSIE TO UTICA, NY, THE PILOT BECAME DISORIENTED AND OBTAINED RADAR VECTORS. HE ELECTED TO LAND AT THE TRI-CITIES AIRPORT, ENDICOTT, NY WHEN THE PLANE WAS GETTING LOW ON FUEL. GUSTY WINDS WERE ENCOUNTERED DURING THE APPROACH. THE APPROACH WAS TERMINATED, AND AS A GO-AROUND WAS INITIATED, THE ENGINE SPUTTERED. FURTHER APPLICATION OF THE THROTTLE RESULTED IN A COMPLETE LOSS OF POWER. SUBSEQUENTLY, THE AIRCRAFT COLLIDED WITH A UTILITY POLE AND CRASHED. AN INVESTIGATION REVEALED THAT AT LEAST 5 GAL OF FUEL WAS REMAINING. THE FUEL SELECTOR WAS FOUND POSITIONED TO BOTH TANKS. FUEL WAS FOUND IN THE GASCOLATOR AND THE LINE TO THE CARBURETOR. ALSO, THE CARBURETOR WAS INTACT AND ITS BOWL CONTAINED FUEL.

Brief of Accident (Continued)

File No. - 2338

4/22/82

ENDICOTT, NY

A/C Reg. No. N2456Y

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. OBJECT - UTILITY POLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2330 5/26/82 RED HOOK,NY A/C Reg. No. N3128Z Time (Lcl) - 1135 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - FERRY	Fire	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During - LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	STORMVILLE,NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RED HOOK,NY	SKY PARK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2685/ 30
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 73	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 287
SE LAND	Months Since - 19	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 287
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW TO SKY PARK AIRPORT TO HAVE RADIO WORK DONE ON HIS AIRCRAFT. DURING ARRIVAL, HE HAD NO CONTACT WITH UNICOM. HE MADE A LOW PASS OVER THE AIRPORT, NOTED THAT THE WIND WAS LIGHT AND ELECTED TO LAND ON RUNWAY 19. AS HE WAS TOUCHING DOWN, HE OBSERVED A TWIN ENGINE AIRCRAFT (UNKNOWN MAKE & MODEL) TAXI ONTO THE RUNWAY. THE PILOT STATED THAT HE COULD NOT GO AROUND, SO HE MADE AN EVASIVE MANEUVER TO THE RIGHT. SUBSEQUENTLY, THE AIRCRAFT WENT OF THE SIDE OFF THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2330

5/26/82

RED HOOK, NY

A/C Reg. No. N3128Z

Time (Lcl) - 1135 EDT

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation LANDING - ROLL

Finding(s)

1. COMM/NAV EQUIPMENT, TRANSMITTER - INOPERATIVE
 2. COMM/NAV EQUIPMENT, VHF RECEIVER - INOPERATIVE
 3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT USE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
-

-----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) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2249 7/15/82 LATHAM, NY A/C Reg. No. N26209 Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA R172E	Eng Make/Model	- CONTINENTAL IO-360-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	ALBANY, NY	
Completeness	Destination	Airport Data
Basic Weather		ALBANY COUNTY AIRPORT
Wind Dir/Speed	ATC/Airspace	Runway Ident
260/006 KTS	Type of Flight Plan	- 28
Visibility	- NONE	Runway Lth/Wid
- 4.0 SM	Type of Clearance	- 6000/ 150
Cloud Conditions(1st)	- TOWER	Runway Surface
- OBSCURED	Type Apch/Lndg	- ASPHALT
Cloud Conditions(2nd)	- NONE	Runway Status
- 5500 FT BROKEN		- DRY
Obstructions to Vision		
- HAZE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 600	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 13	Make/Model - 4	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT REDUCED POWER TO IDLE ON FINAL APPROACH AND WHEN HE TRIED TO ADD POWER THERE WAS NO RESPONSE. NO REASON FOR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2249

7/15/82

LATHAM, NY

A/C Reg. No. N26209

Time (Lc1) - 1745 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2393 8/25/82 SARATOGA SPRINGS,NY A/C Reg. No. N88572 Time (Lcl) - 1020 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage	Injuries			
	ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,FERRY	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 421C	Eng Make/Model	- CONTINENTAL GTSIO-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7450	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- YES
No. of Seats	- 8	Rated Power	- 375 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HUDSON,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SARATOGA SPRINGS,NY	
Wind Dir/Speed- 160/009 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 2.5 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VOR/TVOR	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7138
SE LAND,ME LAND	Months Since - 1	Make/Model- 716
	Aircraft Type - UNK/NR	Instrument- 616
		Multi-Eng - 2539
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 134

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON A FLIGHT TO REPOSITION IT FOR AN AIR TAXI OPERATION. THE PILOT-IN-COMMAND (PIC) WAS IN THE RIGHT SEAT WHILE THE SECOND-IN-COMMAND (SIC) WAS FLYING IN THE LEFT SEAT. DURING ARRIVAL TO THE SARATOGA COUNTY AIRPORT, THE AIRCREW WERE CLEARED FOR THE VOR-A APPROACH. ACCORDING TO THE PIC, WHEN THEY ARRIVED AT THE GILLA INTERSECTION AND STARTED TO PROCEED OUTBOUND, THUNDERSTORM ACTIVITY WAS OBSERVED ON THE PROCEDURE TURN (SOUTH) SIDE OF THE RADIAL. THEREFORE, THEY ELECTED TO MAKE A COURSE REVERSAL ON THE NORTH SIDE. DUE TO MODERATE TO HEAVY TURBULENCE, THE PIC WAS DISTRACTED AND WAS NOT SURE IF HE SET IN THE CORRECT INBOUND HEADING. AFTER INTERCEPTING WHAT THEY THOUGHT WAS THE PROPER INBOUND RADIAL, A DESCENT WAS STARTED. JUST AFTER BREAKING OUT OF THE CLOUDS AT 1800 TO 1900 FT, THE AIRCRAFT COLLIDED WITH TREES. A MISSED APPROACH WAS MADE AND THE AIRCREW DIVERTED TO ANOTHER AIRPORT WHERE THE NOSE GEAR COLLAPSED DURING LANDING. AFTER THE ACCIDENT, THEY WERE NOT SURE WHETHER THE DME WAS ON ALBANY OR CAMBRIDGE.

Brief of Accident (Continued)

File No. - 2393

8/25/82

SARATOGA SPRINGS,NY

A/C Reg. No. N88572

Time (Lc1) - 1020 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - TURBULENCE IN CLOUDS
 5. NAVIGATION RECEIVER - IMPROPER USE OF - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT.DIVERTED ATTENTION - PILOT IN COMMAND
 7. MONITORING - INADEQUATE - COPILOT
 8. OBJECT - TREE(S)
 9. LANDING GEAR,NOSE GEAR - OVERLOAD
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2337 10/29/82 WATERTOWN, NY A/C Reg. No. N12770 Time (Lcl) - 1907 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire Crew Fatal Serious Minor None
NONE Pass 0 0 0 1
0 0 0 0 0 0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 3.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
WATERTOWN, NY
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

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 - 85 Last 24 Hrs - 1
Make/Model- 80 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE MADE TWO TOUCH-AND-GO LANDINGS AT THE WATERTOWN, NEW YORK INTL AIRPORT. HE THEN RETURNED TO HIS PRIVATE AIRSTRIIP IN THE LOCAL AREA. WHILE EXECUTING A NIGHT APPROACH TO THE PRIVATE STRIP HE GOT TOO LOW. THE PILOT STATED THAT HE ADDED FULL POWER AND ATTEMPTED TO CLIMB, BUT WAS UNABLE. THE AIRCRAFT CONTACTED THE TOP OF TREES, THEN NOSED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2337

10/29/82

WATERTOWN, NY

A/C Reg. No. N1277Q

Time (Lcl) - 1907 EDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - TREE(S)
5. GO-AROUND - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2379 5/04/82 OTSEGO, OH A/C Reg. No. N16861 Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -HOVER					

-----Aircraft Information-----

Make/Model - SIKORSKY S-55B	Eng Make/Model - WRIGHT C7BA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 12	Rated Power - 800 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3300
SE LAND	Months Since - 1	Make/Model- 1032
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - 2999

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS SPREADING FERTILIZER BY USING EXTERNAL BUCKETS. AS HE WAS UNHOOKING A BUCKET, THE ENGINE LOST POWER. HE DID A HOVERING AUTOROTATION, BUT THE HELICOPTER SETTLED ON A BUCKET, TIPPED OVER AND ALLOWED THE MAIN ROTOR BLADES TO HIT THE GROUND. AN EXAMINATION REVEALED THAT THE ENGINE HAD MECHANICAL CONTINUITY AND THE FUEL SYSTEM WAS CLEAN AND WORKING PROPERLY. HOWEVER, EVIDENCE OF ARCING WAS FOUND IN THE MAGNETO SWITCH CASE. ALSO, SIGNS WERE FOUND THAT INDICATED MOISTURE HAD BEEN PRESENT IN THE SWITCH. REPORTEDLY, THE ENGINE OPERATED NORMALLY AFTER THE SWITCH WAS REPLACED.

Brief of Accident (Continued)

File No. - 2379

5/04/82

OTSEGO.OH

A/C Reg. No. N16861

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. IGNITION SYSTEM,IGNITION SWITCH - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. 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) 3

Brief of Accident

File No. - 2229

9/17/82

BUCYRUS,OH

A/C Reg. No. N5117E

Time (Lcl) - 2015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
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 - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

PORT BUCYRUS

Runway Ident - 22

Runway Lth/Wid - 3900/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 20

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 24

Make/Model- 24

Instrument- 1

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT MADE LANDING AND AIRCRAFT VEERED LEFT OFF RUNWAY. PILOT MADE GO-AROUND DURING WHICH HE COLLIDED WITH A FENCE BUT CONTINUED FLIGHT. DURING LATER LANDING LEFT LANDING GEAR COLLAPSED. ELT WAS ACTIVATED BY FENCE. LEFT TIRE WAS FOUND TO HAVE A FLAT SPOT ON IT.

Brief of Accident (Continued)

File No. - 2229

9/17/82

BUCYRUS,OH

A/C Reg. No. N5117E

Time (Lc1) - 2015 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - FENCE
5. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2296

9/30/82

LANCASTER, OH

A/C Reg. No. N39786

Time (Lcl) - 1830 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 -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - LAKE LA-4
Landing Gear - AMPHIBIAN
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PARKERBURG, WV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
FAIRFIELD

Runway Ident - 10
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 69
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - LA-4

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2341	Last 24 Hrs -	0
Make/Model-	236	Last 30 Days-	10
Instrument-	10	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

PILOT SAYS AIRCRAFT LOST POWER AFTER TAKEOFF. HE MADE A FORCED LANDING IN A CORNFIELD. NO MALFUNCTION FOUND.

Brief of Accident (Continued)

File No. - 2296

9/30/82

LANCASTER, OH

A/C Reg. No. N39786

Time (Lcl) - 1830 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - CROP
3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2227 10/03/82 SHENANDOAH, OH A/C Reg. No. N5445B Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PARACHUTE JUMPING	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	1	2

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	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	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		TELSTAR
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Cloud Conditions(1st) - 5000 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3000
SE LAND	Months Since - UNK/NR	Make/Model- 3000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 30
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

JUMPER'S PARACHUTE OPEN PREMATURELY PULLING JUMPER INTO TAIL SECTION BENDING HORIZONTAL STABILIZER WHICH IN TURN JAMMED THE RUDDER. PLT COULD NOT FLARE ACFT DURING SUBSEQUENT LANDING COLLAPSING THE MAIN GEAR.

Brief of Accident (Continued)

File No. - 2227

10/03/82

SHENANDOAH, OH

A/C Reg. No. N5445B

Time (Lcl) - 1630 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS - PREMATURE - PASSENGER
 2. HORIZONTAL STABILIZER SURFACE - BENT
 3. FLIGHT CONTROL, RUDDER - JAMMED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
 6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2225

10/04/82

BLUFFTON,OH

A/C Reg. No. N554V

Time (Lcl) - 1910 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

0 1 0 0
0 3 0 0

-----Aircraft Information-----

Make/Model - BEECH 56TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

Eng. Make/Model - LYCOMING TIO-541-F1B4
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 380 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/007 KTS
Visibility - 15.0 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
RACINE,WI
Destination
BLUFFTON,OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BLUFFTON
Runway Ident - 05
Runway Lth/Wid - 4130/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 47

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-----

WITNESSES OBSERVED THE PLT MAKE A STEEP APPROACH. AFTER TOUCHDOWN THE ACFT BOUNCED 3 TIMES & THE PLT LOST DIRECTIONAL CONTROL. THE PLT DID NOT HAVE ANY PLT CERTIFICATES.

Brief of Accident (Continued)

File No. - 2225

10/04/82

BLUFFTON, OH

A/C Reg. No. N554V

Time (Lc1) - 1910 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. POWERPLANT 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2325 10/16/82 CLEVELAND, OH A/C Reg. No. N5379U Time (Lcl) - 2320 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	4

-----Aircraft Information-----

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
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	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	BURKE LAKEFRONT	
Wind Dir/Speed	- 300/012 KTS	Runway Ident	- 24R
Visibility	- 10.0 SM	Runway Lth/Wid	- 6000/ 150
Cloud Conditions(1st)	- 6000 FT BROKEN	Runway Surface	- CONCRETE
Cloud Conditions(2nd)	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT (BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 4322	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 12	Make/Model - 14	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 631	Last 90 Days - 87
		Multi-Eng - 10	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKING OFF ON A NIGHT FLIGHT, WATER WAS DRAINED FROM THE FUEL SUMPS. WHEN THE PILOTS WERE SATISFIED THAT ALL OF THE WATER WAS DRAINED FROM THE TANKS, THEY DEPARTED. THE FLIGHT WAS ROUTINE UNTIL THE AIRCRAFT WAS ON FINAL APPROACH FOR LANDING. ABOUT 1 MILE FROM THE APPROACH END OF THE RUNWAY, THE ENGINE LOST POWER. THE AIRCREW INITIATED THE EMERGENCY PROCEDURES AND TURNED TO AVERT A WATER LANDING. AN EMERGENCY/CRASH LANDING WAS MADE IN A LANDFILL AREA. AN EXAMINATION AND RUN-UP OF THE ENGINE REVEALED NO PREIMPACT, MECHANICAL FAILURES.

Brief of Accident (Continued)

File No. - 2325

10/16/82

CLEVELAND, OH

A/C Reg. No. N5379U

Time (Lcl) - 2320 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LIGHT CONDITION - NIGHT

----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. - 2376 10/17/82 VANDALIA, OH

A/C Reg. No. N4740S

Time (Lcl) - 2130 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	2	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/003 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
VANDALIA, OH
Destination
.OH

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 - 38
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	288
Last 24 Hrs	3
Last 30 Days	0
Last 90 Days	8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ESTIMATED THAT HE HAD 40 GAL OF FUEL ON BOARD WHEN HE DEPARTED PARKERSBURG, WV FOR NEW CARLISLE, OH. DURING A NIGHT ARRIVAL AT NEW CARLISLE, HE WAS UNABLE TO ACTIVATE THE RUNWAY LIGHTS BY KEYING HIS MICROPHONE. THEREFORE, HE DIVERTED TO VANDALIA, OH. AFTER LANDING, HE MADE A TELEPHONE CALL TO ARRANGE FOR THE RUNWAY LIGHTS TO BE TURNED ON MANUALLY AT NEW CARLISLE. AFTER A SHORT WAIT, THE PILOT TOOK OFF AGAIN FOR NEW CARLISLE. HOWEVER, SHORTLY AFTER TAKING OFF, THE ENGINE LOST POWER AND THE PILOT WAS UNABLE TO GET A RESTART. SUBSEQUENTLY, HE CRASHED LANDED IN A SOY BEAN FIELD. AN INSPECTION OF THE AIRCRAFT REVEALED THERE WAS FUEL IN BOTH AUXILIARY (TIP) TANKS, ABOUT 5.5 GAL IN THE RIGHT MAIN TANK, 1 PINT IN THE LEFT MAIN, BUT NO FUEL IN THE LINE FROM THE ENGINE DRIVEN FUEL PUMP TO THE CARBURETOR. THE FUEL SELECTOR WAS FOUND IN THE RIGHT MAIN POSITION. THE PILOT REPORTED THAT THIS WAS THE TANK HE SELECTED FOR TAKEOFF AND WAS ALSO THE TANK POSITION SELECTED WHEN HE EXPERIENCED THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2376

10/17/82

VANDALIA,OH

A/C Reg. No. N4740S

Time (Lcl) - 2130 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
 3. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 2245 7/17/82 BOISE CITY,OK A/C Reg. No. N8873F Time (Lcl) - 0850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -OTHER	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING					None
					0

-----Aircraft Information-----

Make/Model - HUGHES 269	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1575	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- UNK/NR	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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 913
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 70
		Last 30 Days- UNK/NR
		Instrument- 80
		Last 90 Days- 109
		Rotorcraft - 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD COMPLETED CONDUCTING TESTS WITH DYED WATER TO DETERMINE SPRAY PATTERN & COVERAGE AFTER RECENTLY INSTALLING SPECIAL PURPOSE AERIAL APPLICATION EQUIPMENT. WHILE APPROACHING FOR A LANDING AT A FORWARD SPEED OF 15-20 MPH & DESCENDING RAPIDLY HE APPLIED THROTTLE & COLLECTIVE TO FLARE. THE PLT STATED HE WAS UNABLE TO OBTAIN NECESSARY POWER TO FLARE & THE HELICOPTER STRUCK THE GROUND IN A NEAR-LEVEL ATTITUDE COLLAPSING THE RIGHT LANDING SKID.

Brief of Accident (Continued)

File No. - 2245

7/17/82

BOISE CITY,OK

A/C Reg. No. N8873F

Time (Lcl) - 0850 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNDETERMINED
 2. POWER ON LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,SKID ASSEMBLY - FAILURE,TOTAL
 5. LANDING GEAR,SKID ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2255 8/10/82 MALIN,OK A/C Reg. No. N9925P Time (Lcl) - 0830 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	1	0	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-36-285	Eng Make/Model - CONTINENTAL 6-285	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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		MALIN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 12400
SE LAND	Months Since - UNK/NR	Make/Model- 1211
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 134

Instrument Rating(s) - NONE

-----Narrative-----

POWER LOSS DURING TAKEOFF RESULTED IN FORCED LANDING. AIRCRAFT COLLIDED WITH CANAL BANK. CYLINDER HAD BROKEN RINGS. BOTH PLUGS WERE BADLY OIL FOULED. ONE PLUG WOULD NOT FIRE & THE OTHER FIRED INTERMITTENTLY.

Brief of Accident (Continued)

File No. - 2255

8/10/82

MALIN,OK

A/C Reg. No. N9925P

Time (Lcl) - 0830 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,RING - WORN
 2. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
 3. IGNITION SYSTEM,SPARK PLUG - CONTAMINATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

----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. - 2264 8/12/82 TULSA,OK A/C Reg. No. N4800Y Time (Lcl) - 1349 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-TEST	Fire	2	0	0	0
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- BEECH H35	Eng Make/Model	- CONTINENTAL O-470-N	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 265 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- 018/011 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 4500 FT BROKEN</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>TULSA INTL</p> <p>Runway Ident - 17R</p> <p>Runway Lth/Wid - 5500/ 100</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 499</p> <p>Make/Model- 190</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LOST POWER DURING TAKEOFF. PILOT TRIED TO TURN BACK TO AIRPORT IN A LEFT BANK DESCRIBED AS 60 TO 90 DEGREES. AIRCRAFT STALLED AND CRASHED ABOUT 1300 FEET EAST OF TAKEOFF POINT. DURING THE INVESTIGATION THE FUEL PUMP WAS PLACED ON A FLOW BENCH & ON THE INITIAL TEST WOULD NOT PUMP FUEL. THE VAPOR SEPARATOR TOWER COVERPLATE WAS REMOVED & A FOREIGN OBJECT WAS OBSERVED IN THE ORIFICE OF THE VAPOR EJECTOR. THERE WERE PARTICLES OF A BLACK SUBSTANCE FLOATING IN THE SEPARATOR TOWER. WHEN THE FUEL WAS POURED ONTO A WHITE TOWEL THE PARTICLES DISCOLORED THE TOWEL AS GRAPHITE MIGHT DO. AFTER THE VAPOR TOWER & EJECTOR ORIFICE WERE CLEANED, THE PUMP OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2264

8/12/82

TULSA,OK

A/C Reg. No. N4800Y

Time (Lcl) - 1349 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - FOREIGN OBJECT
 2. FUEL SYSTEM,PUMP - CONTAMINATION
 3. FUEL SYSTEM,PUMP - BLOCKED(TOTAL)
 4. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. DESCENT - IMPROPER - PILOT IN COMMAND
 6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 8. 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) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2302 8/19/82 ARDMORE,OK A/C Reg. No. N9FV Time (Lc1) - 0800 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 P210N	Eng Make/Model - CONTINENTAL TSIO-520-P	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	NORMAN,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ARDMORE,OK	DOWNTOWN ARDMORE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 1.5 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 484
SE LAND	Months Since - 5	Last 24 Hrs - 9
	Aircraft Type - UNK/NR	Make/Model- 63
		Last 30 Days- UNK/NR
		Instrument- 65
		Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING AN NDB APPROACH, THE PILOT SIGHTED THE RUNWAY AND TURNED ONTO A DOWNWIND FOR A VISUAL APPROACH. THE AIRCRAFT TOUCHED DOWN AT ABOUT THE MIDFIELD POINT IN CALM WIND CONDITIONS. THE RUNWAY HAD JUST BEEN RESURFACED AND WAS WET AND SLICK FROM CONDENSATION. THE PILOT WAS UNABLE TO STOP ON THE REMAINING RUNWAY. SUBSEQUENTLY, THE AIRCRAFT STRUCK A REIL LIGHT AND THE LEFT MAIN GEAR COLLAPSED. THERE WAS GROUND FOG WHICH LIMITED THE VISIABILITY TO 1 1/2 MILES. THE PILOT REPORTED THAT HE HAD CONSIDERED INITIATING A GO-AROUND WHILE ON THE LANDING ROLL, BUT ABANDONDED THE IDEA SINCE THERE WERE TREES AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2302

8/19/82

ARDMORE,OK

A/C Reg. No. N9FV

Time (Lcl) - 0800 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - FOG
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - RUNWAY LIGHT

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2301

9/24/82

AFTON, OK

A/C Reg. No. N80190

Time (Lcl) - 2350 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
ON GROUND	Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 8

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 340 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- 020/004 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
ALTON, IL
Destination
YUKON, OK

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)
ATP
ME LAND

Age - 47
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 - 3750
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Last 30 Days- UNK/NR
Multi-Eng - UNK/NR
Last 90 Days- 150
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1930 CDT, THE AIRCRAFT DEPARTED YUKON, OK ON A DIRECT FLIGHT TO ALTON, IL. IT LANDED AT ALTON AT ABOUT 2200 CDT, AND ABOUT 10 MINUTES LATER, IT DEPARTED ON A RETURN FLIGHT TO YUKON. BEFORE DEPARTING ALTON, THE PILOT STATED THAT HE WOULD REFUEL AT SPRINGFIELD, MO WHILE ON THE RETURN TRIP. HOWEVER, THERE WAS NO INDICATION THAT THE PLANE WAS REFUELED AT SPRINGFIELD. SUBSEQUENTLY, THE AIRCRAFT CRASHED NEAR AFTON, OK AT ABOUT 2350 CDT. A WITNESS STATED THAT HE HAD SEEN THE AIRCRAFT CIRCLING BACK AND FORTH ACROSS THE HIGHWAY AT LOW ALTITUDE, THEN IT WENT INTO A LEFT BANK AND NOSE DIVED INTO THE GROUND. AN INVESTIGATION REVEALED THE AIRCRAFT IMPACTED IN A NEAR LEVEL ATTITUDE, BUT IN A STEEP ANGLE OF DESCENT. THE FUEL TANKS WERE FOUND TO BE EMPTY. THERE WAS NO EVIDENCE OF FUEL SPILLAGE ON THE GROUND, EXCEPT NEAR THE RIGHT TIP TANK. THE LEFT AND RIGHT FUEL SELECTORS WERE FOUND POSITIONED TO THE RIGHT MAIN TANK.

Brief of Accident (Continued)

File No. - 2301

9/24/82

AFTON,OK

A/C Reg. No. N80190

Time (Lcl) - 2350 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 2388

6/12/82

SANDY,OR

A/C Reg. No. N231AW

Time (Lcl) - 2000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - MOONEY M-20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360GB
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 160/006 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 1400 FT SCATTERED

Cloud Conditions(2nd) - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MULING,OR

Destination

BEND,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 - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 700

Make/Model- 100

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 ACFT CRASHED INTO RISING TERRAIN IN MARGINAL WEATHER CONDITIONS. NO FLT PLAN HAD BEEN FILED. THE ACFT CRASHED 25 MILES FROM THE TAKEOFF POINT ON 6/12/82 AND WAS MISSING UNTIL 9/9/83. THE PILOT HAD RECEIVED A WEATHER BRIEFING FROM PORTLAND FSS INDICATING CEILINGS OF 1400 TO 1500 FT AGL AND VISIBILITIES OF 4 TO 5 MILES IN LIGHT RAIN. THE REPORTING STATIONS ELEVATIONS RANGE FROM 23 TO 243 FT MSL. THE ACFT CRASHED AT AN ELEVATION OF 2300 FT MSL IN RISING TERRAIN. THE WRECKAGE INDICATED CONTACT WITH THE TREES WAS MADE IN LEVEL FLT AT HIGH CRUISING SPEED.

Brief of Accident (Continued)

File No. - 2388

6/12/82

SANDY, OR

A/C Reg. No. N231AW

Time (Lcl) - 2000 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2224 10/31/82 CASCADE LOCKS,OR A/C Reg. No. N6936P Time (Lcl) - 1537 PST

-----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	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-24-180	Eng Make/Model	- LYCOMING O-360-A1A	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	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	STEVENSON STATE	
Wind Dir/Speed	- 230/010 KTS	Runway Ident	- 06
Visibility	- 12.0 SM	Runway Lth/Wid	- 1800/ 30
Cloud Conditions(1st)	- 3000 FT SCATTERED	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 5000 FT BROKEN	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- RAIN SHOWER		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 44
	Months Since - N/A	Make/Model	- 41
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 0
		Last 90 Days	- 25

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS MAKING A PRECAUTIONARY LANDING AFTER ENCOUNTERING FOG ENROUTE. TWO APPROACHES TO RWY 24 WERE ABORTED DUE TO GUSTING WINDS. A DOWNWIND APPROACH WAS THEN MADE TO RWY 06. WHEN THE ACFT DESCENDED BELOW THE HEIGHT OF SURROUNDING TREES THE PREVAILING TAILWIND WAS BLANKED OUT & THE ACFT LANDED SHORT IN A FULL STALL.

Brief of Accident (Continued)

File No. - 2224

10/31/82

CASCADE LOCKS,OR

A/C Reg. No. N6936P

Time (Lc1) - 1537 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
 2. - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - TAILWIND
 5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 7. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
 9. LANDING GEAR,MAIN GEAR - OVERLOAD
 10. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
 11. 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) 5,6,7

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. - 2223 11/13/82 VERNONIA,OR A/C Reg. No. N9459W Time (Lcl) - 1645 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	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	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	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		VERNONIA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 50
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 - 48	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 373
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 210
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED HIGH & FAST DURING THE APPROACH & TOUCHED DOWN ABOUT 300 FT FROM THE DEPARTURE END OF THE TURF RWY. DURING THE GO-AROUND THE ACFT STRUCK A WOOD FENCE, CROSSED A ROAD & CRASHED IN A "STUMPED OFF" AREA.

Brief of Accident (Continued)

File No. - 2223

11/13/82

VERNONIA,OR

A/C Reg. No. N9459W

Time (Lc1) - 1645 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. OBJECT - FENCE
 5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2222

11/16/82

COVE,OR

A/C Reg. No. N8123G

Time (Lcl) - 1520 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA U206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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 - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LA GRANDE,OR
Destination
MINAM LODGE,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

MINAM LODGE PRIVATE
Runway Ident - 34
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - ICE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 67

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-U206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1776	Last 24 Hrs	- UNK/NR
Make/Model-	362	Last 30 Days-	UNK/NR
Instrument-	150	Last 90 Days-	133

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT LANDED ON ICY RUNWAY AND SLID 1200 FEET INTO THE RIVER.

Brief of Accident (Continued)

File No. - 2222

11/16/82

COVE,OR

A/C Reg. No. N8123G

Time (Lcl) - 1520 PST

Occurrence #1

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2246 7/21/82 SHANKSVILLE, PA A/C Reg. No. N1885T Time (Lcl) - 0900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	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 - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 070/008 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SOMERSET, PA
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 - 35

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	400	Last 24 Hrs	-	UNK/NR
Make/Model	-	202	Last 30 Days	-	UNK/NR
Instrument	-	26	Last 90 Days	-	8

Instrument Rating(s) - NONE

-----Narrative-----

DURING PREFLIGHT THE PLT ESTIMATED HE HAD ABOUT 18 GALS OF FUEL ON BOARD. APPROXIMATELY 10 MIN AFTER TAKEOFF THE ENG QUIT DUE TO FUEL EXHAUSTION. THE ACFT COLLIDED WITH A POWER LINE POLE DURING THE FORCED LANDING. THE ARPT'S FBO STATED THAT FUEL WAS NOT AVAILABLE AS THE SUPPLY HAD BEEN DEPLETED SINCE 7/15.

Brief of Accident (Continued)

File No. - 2246

7/21/82

SHANKSVILLE, PA

A/C Reg. No. N1885T

Time (Lcl) - 0900 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INACCURATE - 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
-

-----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. - 2400 9/26/82 NORMALVILLE, PA A/C Reg. No. N8285L Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 3	0	0	0
Accident Occurred During -CRUISE		Pass 3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BELLE VERNON, PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SEVEN SPRINGS, PA	Runway Ident - N/A
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 300 FT	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 1000 FT	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 292
SE LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 147
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE WX BRIEFING THE PLT WAS ADVISED OF MARGINAL VMC WITH HIGH OVERCASTS BUT REDUCED VISIBILITIES IN LIGHT RAIN & FOG, WITH RADAR DEPICITING AN AREA OF SHOWERS MOVING INTO THE PITTSBURG AREA FROM THE CAROLINAS. WITNESSES NEAR THE CRASH SITE STATED THE WX WAS RAINY & FOGGY. POSTMORTEM EXAMINATION OF THE PLT REVEALED EVIDENCE OF ARTERIOSCLEROTIC CARDIOVASCULAR DISEASE. THE PLT WAS UNDER TREATMENT OF A CARDIOLOGIST SINCE JULY 1981 AT WHICH TIME ISORDIL WAS PRESCRIBED. ISORDIL TABLETS WAS FOUND AMONG THE PLT'S POSSESSIONS. THE PLT WAS EXAMINED FOR & RECEIVED A CLASS III MEDICAL CERTIFICATE ON 4/27/82 AT WHICH TIME HE DENIED CURRENT USE OF MEDICATION OR ANY HISTORY OF HEART TROUBLE.

Brief of Accident (Continued)

File No. - 2400

9/26/82

NORMALVILLE, PA

A/C Reg. No. N8285L

Time (Lc1) - 1245 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. IMPROPER DECISION, PHYSICAL IMPAIRMENT (OTHER CARDIOVASCULAR) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

6. 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) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2320

9/28/82

DOYLESTOWN, PA

A/C Reg. No. N2476T

Time (Lcl) - 1400 EDT

-----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	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - NAVION G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3233
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-H
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 4000 FT UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRPORT

Airport Data

DOYLESTOWN
Runway Ident - 23
Runway Lth/Wid - 2000/ 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 - 54

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 382	Last 24 Hrs	- 0
Make/Model-	382	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

AT APPROXIMATELY 75-100 FT THE ENG QUIT. THE ACFT LANDED WITH THE GEAR UP & SLID OFF THE END OF THE RWY APPROXIMATELY 200-300 FT. THE PLT ACKNOWLEDGED TAKING OFF WITH THE FUEL SELECTOR ON THE EMPTY LEFT TIP TANK.

Brief of Accident (Continued)

File No. - 2320

9/28/82

DOYLESTOWN, PA

A/C Reg. No. N2476T

Time (Lcl) - 1400 EDT

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. CHECKLIST - NOT USED - PILOT IN COMMAND
 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND
 6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2314

7/30/82

BISHOPVILLE,,SC

A/C Reg. No. N9888V

Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 188

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/015 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 1200 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. CHARLES

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

Age - 33

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1350

Make/Model- 200

Instrument- 20

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AS HE WAS ENTERING A FIELD ON HIS THIRD SWATH, THE AIRCRAFT COLLIDED WITH A SINGLE TRANSMISSION LINE. THE LINE WAS LEADING TO THE CENTER OF A COTTON FIELD. THE PILOT DID NOT SEE THE LINE. AFTER CONTACTING THE LINE, THE AIRCRAFT WAS PULLED DOWN INTO SOFT GROUND AND CRASHED.

Brief of Accident (Continued)

File No. - 2314

7/30/82

BISHOPVILLE,,SC

A/C Reg. No. N9888V

Time (Lcl) - 1130 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2236 8/08/82 HORRELL HILL, SC A/C Reg. No. N18019 Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBIA, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		HOGANS STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - UNK/NR
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 785
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

PILOT MAKING TOUCH AND GO LANDINGS AT PRIVATE AIRSTRIIP. AFTER TAKEOFF AIRCRAFT WOULD NOT MAINTAIN ALTITUDE. PILOT MADE AN EMERGENCY LANDING IN A BEAN FIELD. AIRCRAFT FLIPPED OVER. PILOT FORGOT TO RETRACT FULL FLAPS AND CARB HEAT WAS ON DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 2236

8/08/82

HORRELL HILL, SC

A/C Reg. No. N18019

Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2234 9/02/82 DARLINGTON, SC A/C Reg. No. N28311 Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA5B	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 - 2000	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	RALEIGH, NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DARLINGTON, SC	MOORES
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2400/ 110
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 8000 FT BROKEN	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 833
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 116
		Last 90 Days- 312
		Multi-Eng - 196

Instrument Rating(s) - NONE

-----Narrative-----

WIND SHIFTED TO TAILWIND AS PILOT WAS LANDING. HE CONSIDERED A GO-AROUND BECAUSE OF SPEED BUT THOUGHT HE COULD STOP. AS HE WENT OFF THE END THE WING COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 2234

9/02/82

DARLINGTON, SC

A/C Reg. No. N28311

Time (Lcl) - 1200 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2295 9/22/82 WALTERBORO, SC A/C Reg. No. N8940M Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

UNK/NR

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BEECH C33

Eng Make/Model - CONTINENTAL IO-470-K

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3300

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 225 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 6.0 SM

Cloud Conditions(1st) - 700 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NASHVILLE, TN

Destination

WALTERBORO, SC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - NDB

Airport Proximity

ON AIRPORT

Airport Data

WALTERBORO MUNI

Runway Ident - 23

Runway Lth/Wid - 5100/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 350

Make/Model- 41

Instrument- 97

Multi-Eng - 18

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS NOT ALIGNED WITH RUNWAY AND WAS TOO LOW. WHEN POWER WAS ADDED AND TURN MADE TO ALIGN. AIRCRAFT COLLIDED WITH GROUND SHORT OF RUNWAY. NO MALFUNCTION FOUND.

Brief of Accident (Continued)

File No. - 2295

9/22/82

WALTERBORO, SC

A/C Reg. No. N8940M

Time (Lcl) - 0930 EDT

Occurrence UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2231 11/07/82 LORIS, SC

A/C Reg. No. N2896E

Time (Lcl) - 1500 EST

-----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	3

Type of Operation -PARACHUTE JUMPING

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

TWIN CITIES AIRPORT

Runway Ident - 08

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - CONCRETE

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 - 48

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 183

Make/Model- 60

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FROM RAMP LEFT WINGTIP STRUCK A VAN PARKED IN THE TIE-DOWN AREA.

. Brief of Accident (Continued)

File No. - 2231

11/07/82

LORIS, SC

A/C Reg. No. N2896E

Time (Lcl) - 1500 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
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. - 2329 5/27/82 SIOUX FALLS, SD A/C Reg. No. N7769V Time (Lcl) - 0810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CALLAIR A-9B	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEA, SD	
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 - 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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8800
SE LAND	Months Since - 11	Make/Model- 3800
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT & THE PLT LANDED IN AN ADJACENT FIELD AFTER FIRST HITTING A WOODED FENCE. AN INSPECTIN OF THE BENDIX FUEL SERVO UNIT, MODEL PSA-10ED-1, REVEALED THAT THE FUEL DIAPHRAGM STEM, PN 2539806, HAD FAILED.

Brief of Accident (Continued)

File No. - 2329

5/27/82

SIOUX FALLS,SD

A/C Reg. No. N7769V

Time (Lcl) - 0810 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,INJECTOR - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - 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. - 2284

9/03/82

SEWANEE,TN

A/C Reg. No. N4976S

Time (Lcl) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28R

Eng Make/Model - LYCOMING IO-360-CIC

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2600

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ATLANTA,GA

Destination

DECATUR,IL

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

HELICOPTER

Age - 34

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3117

Make/Model- 469

Instrument- 178

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 14

Rotorcraft - 2600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENROUTE THE OIL PRESSURE DROPPED TO ZERO & SHORTLY THEREAFTER THE PROP SEIZED DUE TO OIL STARVATION. POST EXAM REVEALED A CRACK IN THE PROP GOVERNOR OIL LINE, P/N76157, AT THE BEND ABOUT 1 INCH AWAY FROM THE "B" NUT ATTACHING THE LINE TO THE ELBOW FITTING AT THE FORWARD END OF THE ENG. THE TWO SUPPORT BRACKETS, AS ILLUSTRATED IN THE PARTS MANUAL, WERE NOT ATTACHED TO THE STAINLESS STEEL LINE ALLOWING THE LINE TO VIBRATE & FLEX. THE ENG HAD BEEN OVERHAULED 75 HRS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2284

9/03/82

SEWANEE, TN

A/C Reg. No. N4976S

Time (Lc1) - 1640 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL LINE - LOOSE
 2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
 3. LUBRICATING SYSTEM, OIL LINE - VIBRATION
 4. LUBRICATING SYSTEM, OIL LINE - CRACKED
 5. FLUID, OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
 7. GEAR DOWN AND LOCKED - SELECTED - PILOT IN COMMAND
-

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR - FAILURE, TOTAL
 9. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2377 4/26/82 HOUSTON, TX

A/C Reg. No. N5784Y

Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-350D
Landing Gear - SKID
Max Gross Wt - 4300
No. of Seats - 6

Eng Make/Model - LYCOMING LTS-101-600A2
Number Engines - 1
Engine Type - TURBOCHAFT
Rated Power - 531 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- 325/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- SMOKE
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 - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

CYPRESS (CLOSED)
Runway Ident - 27
Runway Lth/Wid - 3000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 7845	Last 24 Hrs	- 1
Make/Model-	71	Last 30 Days-	UNK/NR
Instrument-	480	Last 90 Days-	222
Multi-Eng	- 1546	Rotorcraft	- 810

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS FOR THE PILOT TO PRACTICE MANEUVERS IN PREPARATION FOR A PART 135 CHECK RIDE. THE PILOT WAS PRACTICING POWER RECOVERY AUTOROTATIONS TO A HEIGHT OF ABOUT 5 FT AG. HE REPORTED THAT ON HIS FOURTH AUTOROTATION, THE ENGINE DID NOT ACCELERATE WHEN HE ATTEMPTED THE POWER RECOVERY. SUBSEQUENTLY, THE HELICOPTER FELL THROUGH THE RECOVERY AND LANDED HARD. DURING THE INVESTIGATION, THE ENGINE FUEL CONTROL AND POWER TURBINE GOVERNOR WERE REMOVED FOR EXAMINATION. THE GOVERNOR WAS FOUND TO BE WITHIN SPECIFICATIONS. HOWEVER, AN EXAMINATION OF THE FUEL CONTROL UNIT REVEALED THE PX TRIM BLEED PART WAS OVERSIZE. THE SPECIFICATION CALLED FOR A SIZE #64 TO #68 PART, BUT A #61 PART WAS INSTALLED. ALSO, THERE WAS SOME WEAR ON THE BELLOWS. ACCORDING TO BENDIX CORP, THE OVERSIZE PART AND WEAR WOULD HAVE LEANED THE MIXTURE, BUT WOULD NOT HAVE CAUSED THE POWER LOSS.

Brief of Accident (Continued)

File No. - 2377

4/26/82

HOUSTON, TX

A/C Reg. No. N5784Y

Time (Lcl) - 1545 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. UNDETERMINED

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
4. FUEL SYSTEM, FUEL CONTROL - ASSEMBLY

----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. - 2395

6/17/82

GRAHAM, TX

A/C Reg. No. N3800C

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

-----Aircraft Information-----

Make/Model - SOUTHERN AIRMOTIVE CORP SAC Eng Make/Model - LYCOMING O-294 ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - UNK/NR
Max Gross Wt - 900 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
No. of Seats - 1 Rated Power - 135 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/015 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

Airport Proximity
ON AIRPORT

Airport Data

GRAHAM
Runway Ident - 17
Runway Lth/Wid - 3329/ 55
Runway Surface - ASPHALT
Runway Status - UNK/NR

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, ME LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1100 Last 24 Hrs - UNK/NR
Make/Model- 0 Last 30 Days- UNK/NR
Instrument- 32 Last 90 Days- UNK/NR
Multi-Eng - 400

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE BEGAN A TAKEOFF ON RUNWAY 17 TO FERRY THE AIRCRAFT FROM GRAHAM TO HOUSTON, TX. HE REPORTED THAT THE WIND WAS FROM 340 DEG AT 15 KTS. REPORTEDLY, HE HAD NO PREVIOUS FLIGHT TIME IN THIS MAKE AND MODEL OF AIRCRAFT. THE PILOT STATED THAT DURING THE TAKEOFF, HE LOST DIRECTIONAL CONTROL AS WELL AS LIFTED OFF EARLY. THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY INTO TALL WEEDS. THE LEFT WING TOUCHED, THE LEFT GEAR COLLAPSED, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2395

6/17/82

GRAHAM, TX

A/C Reg. No. N3800C

Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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 TAKEOFF - INITIAL CLIMB

Finding(s)

6. LIFT-OFF - PREMATURE - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. TERRAIN CONDITION - HIGH VEGETATION
9. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2247

7/30/82

ABILENE, TX

A/C Reg. No. N8393E

Time (Lcl) - 0915 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

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - MOONEY M20

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2450

No. of Seats - 4

Eng Make/Model - LYCOMING VO-360

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- UNK/NR

Visibility - 30.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ELMDALE

Runway Ident - 17

Runway Lth/Wid - 3000-N/A

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1930

Make/Model- 153

Instrument- 256

Multi-Eng - 580

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 50-75 FT AGL AFTER TAKEOFF THE ENG QUIT. BOTH TANKS CONTAINED ADEQUATE FUEL & NO ENG MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 2247

7/30/82

ABILENE, TX

A/C Reg. No. N8393E

Time (Lcl) - 0915 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2303 8/18/82 AFTON, TX

A/C Reg. No. N50038

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
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 - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 270/010 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FLOYDADA, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - MACADAM
Runway Status - WET

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 - 44
Biennial Flight Review
Current - YES
Months Since - 35
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 225
Make/Model-	225
Instrument-	0
Last 24 Hrs	- 3
Last 30 Days-	UNK/NR
Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PILOT ENCOUNTERED SEVERE WEATHER AND LANDED ON A PAVED ROAD. HE STATED THAT AFTER ABOUT 2 HRS, THE WEATHER IMPROVED AND HE DECIDED TO TAXI TO AN AREA WHERE HE COULD TAKEOFF. WHILE TAXIING, THE LEFT WING STRUCK A TREE WHICH PULLED THE AIRCRAFT OFF THE ROAD INTO A CLUMP OF TREES.

Brief of Accident (Continued)

File No. - 2303

8/18/82

AFTON, TX

A/C Reg. No. N50038

Time (Lcl) - 1700 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2265

8/18/82

PLANO, TX

A/C Reg. No. N10984

Time (Lcl) - 1902 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - UNKNOWN

Fire
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 7ECA

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/006 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 25000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ADDISON, 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)

ATP, CFI

SE LAND, ME LAND

GLIDER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2718

Make/Model- 179

Instrument- 159

Multi-Eng - 296

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE 1818 DEPARTURE FROM ADDISON THE PLT ADVISED ADDISON TOWER THAT HE WAS GOING TO AIRPARK-DALLAS FOR TOUCH & GO LANDINGS. THE ACFT WAS OBSERVED TO MAKE AT LEAST ONE TOUCH & GO. AT 1902 A WITNESS CALLED AND REPORTED HEARING A NOISE, SEEING A CLOUD OF DUST & THE TAIL OF AN AIRPLANE STICKING UP IN A FIELD. THE ACFT IMPACTED THE GROUND IN A VERTICAL ATTITUDE. THE PLT HAD PREVIOUSLY GIVEN THE PASSENGER FLIGHT INSTRUCTION IN CONVENTIONAL GEAR ACFT.

Brief of Accident (Continued)

File No. - 2265

8/18/82

PLANO, TX

A/C Reg. No. N10984

Time (Lc1) - 1902 CDT

Occurrence #1 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. - 2230 8/25/82 KILLEEN, TX A/C Reg. No. N2541F Time (Lcl) - 1850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	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 - CHAMPION 7GCAA	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	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- 170/010 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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3740
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 331
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - 1480

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAJORITY OF THE WRECKAGE WAS CONTAINED WITHIN A SMALL AREA EXCEPT FOR THE LEFT WING TIP WHICH WAS FOUND ABOUT 125 YDS FROM THE WRECKAGE & SOME PIECES OF FABRIC FROM THE LEFT WING THAT WERE FOUND ABOUT 525 YDS FROM THE WRECKAGE. BOTH WINGS HAD SEPARATED FROM THE FUSELAGE. THE LEFT WING CAME TO REST UPSIDE DOWN ABOUT 10 FT FORWARD OF THE FUSELAGE WITH LARGE PIECES OF FABRIC MISSING. THE ACFT UNDERWENT MAJOR REPAIRS TO THE LEFT WING ON 9/22/78 IN WHICH THE FOUR OUTBOARD WING RIBS & THE LAST 6 FT OF LEADING EDGE METAL WERE REPLACED. AN ANNUAL INSPECTION WAS PERFORMED ON 10/8/81 & THE ACFT HAD LOGGED ABOUT 59 HRS SINCE THE ANNUAL.

Brief of Accident (Continued)

File No. - 2230

8/25/82

KILLEEN, TX

A/C Reg. No. N2541F

Time (Lcl) - 1850 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. WING, SKIN - FAILURE, PARTIAL
3. WING, SKIN - SEPARATION
4. WING, WINGTIP - FAILURE, TOTAL
5. WING, WINGTIP - SEPARATION
6. WING - FAILURE, TOTAL
7. WING - SEPARATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2294 9/02/82 WESLACO, TX A/C Reg. No. N7890W Time (Lc1) - 1025 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BROWNSVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WESLACO, TX	MID VALLEY MUNI
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 70
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 167
SE LAND	Months Since - UNK/NR	Make/Model- 138
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OVERSHOT AN APPROACH TO RWY 13 & WENT AROUND. THE CROSSWIND LEG WAS EXTENDED TO GIVE THE PLT MORE ROOM. THE PLT TURNED ON FINAL & LINED UP ON A STREET PARALLELING THE RWY. JUST PRIOR TO TOUCHDOWN THE PLT SAW THE "X" PAINTED ON THE STREET & EXECUTED A GO-AROUND. THE ACFT DRIFTED & STRUCK A CYCLONE FENCE.

Brief of Accident (Continued)

File No. - 2294

9/02/82

WESLACO, TX

A/C Reg. No. N7890W

Time (Lc1) - 1025 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. OBJECT - FENCE
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. 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) 1

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 2292 9/05/82 FORT WORTH, TX A/C Reg. No. N45RB Time (Lc1) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation -PERSONAL	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0
Accident Occurred During -MANEUVERING	NONE				

-----Aircraft Information-----

Make/Model - BENNET VP-1	Eng Make/Model - VW EXP.	ELT Installed/Activated - NO -N/A
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 - 1	Rated Power - 36 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		SYCAMORE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 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 - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2024
SE LAND, ME LAND	Months Since - 7	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 13
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ENGINE QUIT AFTER TAKEOFF AND AIRCRAFT STALLED DURING FORCED LANDING IN TALL WEEDS. BENDIX ZENITH CARBURETOR ACCELERATION PUMP RUBBER COVER WAS DETERIORATED, SUCKING IN AIR.

Brief of Accident (Continued)

File No. - 2292

9/05/82

FORT WORTH, TX

A/C Reg. No. N45RB

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - DETERIORATED
2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2289 9/30/82 SAN MARCOS, TX A/C Reg. No. N8088A Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -TEST	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C145	ELT Installed/Activated - NO -N/A
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	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		ROB'T LOWMAN MUNI
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3222
SE LAND, ME LAND	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1050
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT SWERVED OFF RWY DURING TAKEOFF. EX-MILITARY PLT RETIRED IN 1965, CHECK OUT IN AERO CLUB TRICYCLE GEAR ACFT ON 8/28/82 WITH SUBSEQUENT 72 HRS ALL IN TRICYCLE GEAR ACFT. PLT STATED HE HAD NOT FLOWN CONVENTIONAL GEAR ACFT SINCE THE 1950'S. THERE WAS NO RECORD OF ANY RECENT DUAL INSTRUCTION OR PRACTICE IN CONVENTIONAL GEAR ACFT.

Brief of Accident (Continued)

File No. - 2289

9/30/82

SAN MARCOS, TX

A/C Reg. No. N8088A

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
8. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2349

6/03/82

COALVILLE,UT

A/C Reg. No. N8237

Time (Lcl) - 1215 MDT

-----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 -EXTERNAL LOAD

Flight Conducted Under -14 CFR 133

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - AEROSPATIALE 315B

Landing Gear - SKID

Max Gross Wt - 4900

No. of Seats - 5

Eng Make/Model - TURBOMECA ARTOUSTE IIIB

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 858 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- 300/005 KTS

Visibility - 25.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5190

Make/Model- 1100

Instrument- 188

Multi-Eng - 15

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 182

Rotorcraft - 5150

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING A SEISMIC EXPLORATION FLIGHT THE ENG QUIT. NO ENG MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2349

6/03/82

COALVILLE.UT

A/C Reg. No. N8237

Time (Lc1) - 1215 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

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

Brief of Accident

File No. - 2370

8/09/82

BOUNTIFUL,UT

A/C Reg. No. N6771C

Time (Lcl) - 1900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING	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 421C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-L
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 030/010 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NUCLA,CO
Destination
BOUNTIFUL,UT

Airport Proximity
ON AIRPORT

Airport Data

SALT LAKE SKYPARK
Runway Ident - 34
Runway Lth/Wid - 4700/ 70
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)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2373	Last 24 Hrs -	10
Make/Model-	467	Last 30 Days-	66
Instrument-	351	Last 90 Days-	68
Multi-Eng -	2183		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE APPROACH AND LANDING TO TOUCHDOWN WERE NORMAL. AT TOUCHDOWN, THE AIRCRAFT SHUTTERED AND PULLED TO THE RIGHT, BUT WAS KEPT ON THE RUNWAY THROUGH THE USE OF LEFT BRAKE AND NOSEWHEEL STEERING. AFTER CONTINUING DOWN THE RUNWAY FOR ABOUT 1500 FT, THE AIRCRAFT SLOWED TO APPROXIMATELY 10 MPH, THEN YAWED VIOLENTLY TO THE RIGHT AND SKIDDED WITH THE LEFT WING FORWARD. THE LEFT MAIN GEAR COLLAPSED AS THE AIRCRAFT CAME TO A HALT. WHEN EXAMINED, THE RIGHT WHEEL WOULD ROTATE SLOWER THAN THE LEFT WHEN BOTH WERE ROTATED TOGETHER, BUT NEITHER LOCKED UP. WHILE THE RIGHT WHEEL WAS BEING TURNED, A BRAKE PUCK FELL OUT OF THE BRAKE ASSEMBLY. A DISASSEMBLY OF THE BRAKE REVEALED A SECOND PUCK WAS ALSO LOOSE. AFTER REASSEMBLY, THE RIGHT BRAKE OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2370

8/09/82

BOUNTIFUL,UT

A/C Reg. No. N6771C

Time (Lcl) - 1900 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOOSE
 2. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2244

7/18/82

LEWISTON,VA

A/C Reg. No. N2297Z

Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - VOLMER VJ-22
Landing Gear - AMPHIBIAN
Max Gross Wt - 1500
No. of Seats - 2

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- 270/005 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HANOVER,VA
Destination
FRONT ROYAL,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)
COMMERCIAL,CFI
ME LAND,SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1715	Last 24 Hrs	- 0
Make/Model	- 0	Last 30 Days	- UNK/NR
Instrument	- 266	Last 90 Days	- 22
Multi-Eng	- 275		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT FERRYING AIRCRAFT TO NEW OWNER AND LOST POWER. A HARD FORCED LANDING WAS MADE IN A PASTURE. AIRCRAFT CONTACTED GROUND AT A 30 DEGREE ANGLE WHICH FAILED LANDING GEAR. PILOT HAD ZERO TIME IN THE AIRCRAFT PRIOR TO THIS FLIGHT. OWNER OF AIRCRAFT HAD POWER FAILURE SAME MORNING DUE TO CARB ICE.

Brief of Accident (Continued)

File No. - 2244

7/18/82

LEWISTON,VA

A/C Reg. No. N2297Z

Time (Lcl) - 1600 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - MISJUDGED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 5. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
 6. LANDING GEAR,MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2298

9/01/82

MIDDLETOWN,VA

A/C Reg. No. N2530F

Time (Lc1) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

Crew Fatal 0
Pass 0 Serious 0
Minor 0 None 1

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/011 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 25000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRONT ROYAL,VA
Destination
MIDDLETOWN,VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREATLAND FARM
Runway Ident - 31
Runway Lth/Wid - 2800 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5562
Make/Model- 62
Instrument- 1300
Multi-Eng - 3612
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED INTO TREES.

Brief of Accident (Continued)

File No. - 2298

9/01/82

MIDDLETOWN,VA

A/C Reg. No. N253OF

Time (Lc1) - 1815 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - ANIMAL(S)
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. 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. - 2297 9/19/82 FRONT ROYAL,VA A/C Reg. No. N18218 Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	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		FRONT ROYAL WARREN COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LOST CONTROL DURING LANDING AND IN ATTEMPTING TO CORRECT LEFT TURN WENT OFF RUNWAY TO RIGHT.

Brief of Accident (Continued)

File No. - 2297

9/19/82

FRONT ROYAL, VA

A/C Reg. No. N18218

Time (Lc1) - 1030 EDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - 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. - 2233 10/07/82 MANASSAS,VA A/C Reg. No. N2019K Time (Lcl) - 0150 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	1	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH F-33A
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/YES
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 - IMC
Wind Dir/Speed- CALM
Visibility - 1.0 SM
Cloud Conditions(1st) - PART OBSC
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- GROUND FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
PROVIDENCE,RI
Destination
MANASSAS,VA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - VOR/TVOR

Airport Proximity
ON AIRPORT

Airport Data

MANASSAS MUNI
Runway Ident - 16
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 473 Last 24 Hrs - 5
Make/Model- 15 Last 30 Days- UNK/NR
Instrument- 80 Last 90 Days- 106
Multi-Eng - 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

GROUND FOG STARTED DEVELOPING AS THE FLT APPROACHED ITS DESTINATION. DURING THE VOR-B APPROACH TO RWY 16 THE PLT SPOTTED THE RWY LIGHTS ABOUT A MILE OUT & SET UP ON LEFT BASE TO THE RWY. THE PLT TURNED FINAL BUT DRIFTED LEFT OF BASE. THE PLT STATED THAT DUE TO THE GROUND FOG THE RWY LIGHTS & VASI BLURRED ALL VISION. THE ACFT WAS TOO FAR LEFT OF CENTERLINE & STALLED ONTO THE RWY DURING THE MANEUVER.

Brief of Accident (Continued)

File No. - 2233

10/07/82

MANASSAS,VA

A/C Reg. No. N2019K

Time (Lc1) - 0150 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - FOG
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
 3. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - CIRCLING(IFR)

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2331 10/12/82 NEAR ST. CROIX,VI A/C Reg. No. N77QT Time (Lcl) - 2000 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 1	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	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 - 7	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	CHRISTIANSTED,VI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JUAN,PR	
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 240
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-34	Make/Model- UNK/NR
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT DEPARTED ST CROIX, VI AT ABOUT 2000 LOCAL TIME ON A VFR FLIGHT TO SAN JUAN, PR. THE WEATHER WAS VFR, BUT IT WAS A DARK NIGHT. THE AIRCRAFT FAILED TO ARRIVE AT ITS DESTINATION AND A SEARCH WAS INITIATED. ABOUT 10 MILES NORTHWEST OF THE ST CROIX VOR, FLOATING DEBRIS WAS FOUND WHICH INCLUDED A SEAT, ONE MAIN GEAR, SOME INSULATION PANELS AND THE AIRCRAFT REGISTRATION CERTIFICATE. AN EXAMINATION OF THE RECOVERED PARTS SHOWED THAT THE AIRCRAFT IMPACTED THE OCEAN WATER AT A HIGH RATE OF SPEED.

Brief of Accident (Continued)

File No. - 2331

10/12/82

NEAR ST. CROIX, VI

A/C Reg. No. N77QT

Time (Lcl) - 2000 AST

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

Brief of Accident

File No. - 2242 9/08/82 TOPSHAM,VT A/C Reg. No. N4454S Time (Lcl) - 1850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation - PERSONAL	Fire	Crew	0	Serious	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	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	OFF AIRPORT/STRIP
Method - N/A	BURLINGTON,VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LEWISTON,ME	Runway Ident - N/A
Wind Dir/Speed- 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) - 7000 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 3002
SE LAND,ME LAND	Months Since - 6	Make/Model- 34
	Aircraft Type - UNK/NR	Instrument- 165
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENGINE QUIT AND PILOT MADE FORCED LANDING IN OPEN FIELD. FUEL SELECTOR WAS FOUND ON RIGHT TANK WHICH WAS EMPTY.
LEFT TANK WAS FULL. FUEL LINES WERE DRY.

Brief of Accident (Continued)

File No. - 2242

9/08/82

TOPSHAM,VT

A/C Reg. No. N4454S

Time (Lcl) - 1850 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - INATTENTIVE - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2203

9/07/82

KINGSTON,WA

A/C Reg. No. N2932H

Time (Lcl) - 1610 PDT

-----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

NONE

Pass

0

0

0

1

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - ERCOUE 415C

Eng Make/Model - CONTINENTAL C-85

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1120

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 85 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SILVERDALE,WA

Destination

THOMPSON FIELD

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

THOMPSON FIELD

Runway Ident - 17

Runway Lth/Wid - 2000 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - ER-415C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 813

Make/Model- 692

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-----

PILOT THOUGHT HE COULD NOT CLEAR POWER LINES AND TREES AFTER TAKEOFF SO HE ABORTED TAKEOFF & SLID 250 FT OFF THE RUNWAY, NOSING OVER. THE PILOT MENTIONED THAT IT WAS HOT & THERE WAS A SLIGHT TAILWIND. THIS WAS THE FIRST TIME THE PILOT HAS USED THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 2203

9/07/82

KINGSTON, WA

A/C Reg. No. N2932H

Time (Lc1) - 1610 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WEATHER CONDITION - TEMPERATURE EXTREMES
 4. OBJECT - TREE(S)
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2210 9/14/82 RENTON,WA

A/C Reg. No. N9613J

Time (Lcl) - 2018 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

NONE

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

1

0

0

0

Accident Occurred During -STANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-180C

Eng Make/Model - LYCOMING O-360-A3A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2400

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/006 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

FALL CITY,WA

Destination

RENTON,WA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

RENTON MUNICIPAL

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 54

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 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-----

PILOT PARKED AIRCRAFT WITH ENGINE RUNNING TO DISCHARGE PASSENGER. PASSENGER JUMPED OFF RIGHT WING INTO PROP.

Brief of Accident (Continued)

File No. - 2210

9/14/82

RENTON, WA

A/C Reg. No. N9613J

Time (Lcl) - 2018 PDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Brief of Accident

File No. - 2209

9/15/82

SPIRIT LAKE, WA

A/C Reg. No. N513HA

Time (Lcl) - 0936 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	1	

Type of Operation -OTHER
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - HILLER/SOLOY UH-12E
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 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- 340/010 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - 30000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UH-12E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1825	Last 24 Hrs - 2
--------------	-----------------

Make/Model- 245	Last 30 Days- 62
-----------------	------------------

Instrument- 5	Last 90 Days- 148
---------------	-------------------

Rotorcraft - 1645

Instrument Rating(s) - NONE

-----Narrative-----

PILOT PERFORMED AUTOROTATION FROM 2000 FEET TO CHECK RPM. AT 200-300 FEET WHEN COLLECTIVE WAS ADDED POWER LOSS OCCURRED. AIRCRAFT LANDED HARD AND SEVERED TAIL BOOM. LOGGING SUPPORT OPERATIONS.

Brief of Accident (Continued)

File No. - 2209

9/15/82

SPIRIT LAKE,WA

A/C Reg. No. N513HA

Time (Lc1) - 0936 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation OTHER

Finding(s)

1. UNDETERMINED

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2378

12/13/82

VANCOUVER,WA

A/C Reg. No. N38800

Time (Lcl) - 1230 PST

-----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 - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- CALM

Visibility - 10.0 SM

Cloud Conditions(1st) - 1000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HILLSBORO,OR

Destination

VANCOUVER,WA

Airport Proximity
ON AIRPORT

Airport Data

PEARSON AIRPARK

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 - UNK/NR

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 736 Last 24 Hrs - 3

Make/Model- 453 Last 30 Days- UNK/NR

Instrument- 88 Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE PILOT BEGAN TAXIING TO THE PARKING AREA. WHILE TAXIING, HE CAME TO AN AREA WHERE HE TRIED TO TAXI BETWEEN A FUEL TRUCK AND A BEECH BARON. THE PILOT STATED THAT HE MISJUDGED THE DISTANCE BETWEEN HIS RIGHT WING TIP AND THE FUEL TRUCK AND THE WING TIP STRUCK THE TRUCK.

Brief of Accident (Continued)

File No. - 2378

12/13/82

VANCOUVER,WA

A/C Reg. No. N3880Q

Time (Lcl) - 1230 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
 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. - 2266

9/10/82

FAYETTEVILLE,WV

A/C Reg. No. N1072J

Time (Lcl) - 2056 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - AERO COMMANDER 112
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1D6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 140/004 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
BATAVIA, OH
Destination
LANSING, WV

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

FAYETTE
Runway Ident - 21
Runway Lth/Wid - 2145/ 20
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 286	Last 24 Hrs	- UNK/NR
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVAL AT THE DESTINATION ARPT, THE RWY LIGHTS WERE OFF & THE PLT DIVERTED TO THE FAYETTE ARPT. DURING FINAL THE ACFT STRUCK A TREE 200 FT FROM THE DISPLACED THRESHOLD OF RWY 21. THE TREE WAS 13 FT ABOVE THE RWY END ELEVATION.

Brief of Accident (Continued)

File No. - 2266

9/10/82

FAYETTEVILLE,WV

A/C Reg. No. N1072J

Time (Lc1) - 2056 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

EMBRY-RIDDLE AERO. U. DAYTONA BEACH



3 1745 00065 6853

NTSB

AAB-84/04

Brief Format U.S. Civil and Foreign
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Accidents

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Washington, D.C. 20594

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