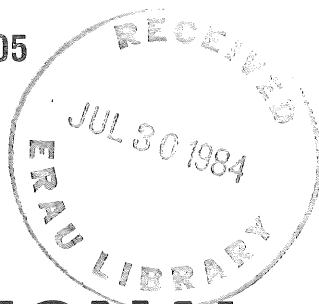


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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

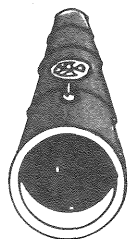
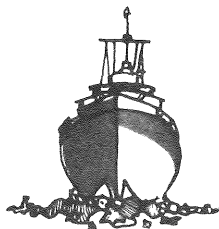
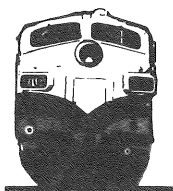
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 OF 1982 ACCIDENTS

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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 align="center">File Numbers: 2401 thru 2600</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	
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FOREWARD

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

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

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

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

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

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

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

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

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 2401 Through 2600
Issue Number 13

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	184	45	82
Part 135 (Air Taxi)	13	2	4
Part 135 (Commuter)	4	1	1
Part 121 (Air Carrier)	2	0	0
	-----	-----	-----
Totals	204	48	87

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 2401 Through 2600
Issue Number 13

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)	147	41	76
Fixed-Wing (Multi-Engine)	28	2	3
Rotorcraft	14	5	8
Glider	4	0	0
Balloon	1	0	0
Blimp/Dirigible	0	0	0
	-----	-----	-----
Totals	204	48	87

File Order Listing - Issue No. 13, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2401	N3971S	042582	SOCIETY HILL, SC	CESSNA	172E	NONE	310
2402	N3366H	081682	GARDNER, MA	ERCOUPE	415C	NONE	200
2403	N4197D	081782	NEAR ST. MARKS, FL	HELIO	H-395	NONE	114
2404	N87629	082382	CHARLOTTE AMALIE, VI	DOUGLAS	C-47	NONE	382
2405	N4463M	080882	WELLESLEY, MA	PIPER	PA-12	NONE	198
2406	N450HS	081182	MONAHANS, TX	BOEING	E75	NONE	326
2407	N60157	082182	ABILENE, TX	CESSNA	150-J	MINOR	330
2407	N42BA	082182	ABILENE, TX	NORTH AMERIC	AT-6A	MINOR	332
2408	N53460	112782	NEAR MAIDER, NC	CESSNA	172P	FATAL	246
2409	N86435	081282	GLADEWATER, TX	CESSNA	337D	NONE	328
2410	N61861	080182	SCOTTS VALLEY, CA	GREAT LAKES	2T-1A-2	FATAL	62
2411	N5196G	092682	BELDEN, CA	CESSNA	305A	FATAL	66
2412	N4676D	091682	BEAVER DAM, WI	BEECH	H35	FATAL	390
2413	N6339F	090582	LAKE OF THE OZARKS, MO	CESSNA	172N	FATAL	224
2414	N2546S	100582	LANSING, IL	CESSNA	T210L	SERIOUS	166
2415	N1094K	101582	DELAVAN, WI	LUSCOMBE	8A	FATAL	392
2416	N2772H	092282	NEW YORK, NY	BELL	222	FATAL	274
2417	N59CG	070482	KANKAKEE, IL	GOANS	G-5	FATAL	158
2418	N63572	080282	LOS ANGELES, CA	CESSNA	150M	MINOR	64
2419	N7306U	082782	BOISE, ID	CESSNA	T207A	MINOR	156
2420	N28509	100482	MARYSVILLE, CA	FAIRCHILD	24	NONE	72
2421	N56772	101082	FT. BRAGG, CA	BOEING	A75	MINOR	78
2422	N133RW	100282	MANHATTAN, MT	SCORPION	133	NONE	232
2423	N5539M	101782	RED LODGE, MT	AERO COMMAND	100	SERIOUS	236
2424	N2824X	103182	HARDIN, MT	CESSNA	177	SERIOUS	238

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2425	N6214F	101582	MITCHELLVILLE, MD	CESSNA	172N	NONE	208
2426	N6116D	111882	CLINTON, SC	PIPER	22	SERIOUS	314
2427	N757TA	110482	DORAVILLE, GA	CESSNA	152	NONE	144
2428	N36447	120482	HILTON HEAD, SC	PIPER	32RT-300T	SERIOUS	318
2429	N8249K	112582	MAN, WV	PIPER	PA-28-161	FATAL	396
2430	N8529F	080882	KAYCEE, WY	BELL	47G-3B-L	FATAL	400
2431	N19L	102582	MORIARTY, NM	CASSUTT	111M	FATAL	264
2432	N3257N	092282	NEAR NOME, AK	PIPER	J3	FATAL	16
2433	N11562	092782	FOREST HILL, MD	CESSNA	177B	SERIOUS	206
2434	N24641	091982	IMLAY, NV	PIPER	PA-38	FATAL	266
2435	N123EZ	091082	PAGOSA SPRINGS, CO	VARI-EZE		NONE	106
2436	N63837	091182	WASILLA, AK	PIPER	PA-18-150	NONE	14
2437	N45540	091782	CARRIZO, AZ	CESSNA	150	NONE	38
2438	N3153G	092682	COUSHATTA, LA	KEN BROCK	KB-2	FATAL	194
2439	N28352	110182	3 NORTH BROOKSHIRE, TX	JOHNSON, DOU	JAYHAWK	FATAL	350
2440	N1980M	101082	ALBUQUERQUE, NM	RAVEN INDUST	S-66A	SERIOUS	262
2441	N29457	103182	NORTH LITTLE ROCK, AR	CESSNA	177	SERIOUS	36
2442	N5236C	102682	LINDEN, CA	BEECH	B35	SERIOUS	82
2443	N9897L	101882	NEW RIVER, AZ	GRUMMAN AMER	AA-1B	FATAL	44
2444	N1606C	100282	FOYIL, OK	CESSNA	180	SERIOUS	288
2445	N8256H	101382	REDLANDS, CA	PIPER	PA-28-161	NONE	80
2446	N71557	103182	SAN ANTONIO, TX	LUSCOMBE	8A	SERIOUS	346
2447	N4946M	100782	PHILLIPS FIELD, AK	PIPER	PA-20-A	NONE	20
2448	N87DS	100382	EL MIRAGE, CA	COUGAR	A	MINOR	70
2449	N9829C	032282	NEAR BRIDEPORT, CA	AEROSPATIALE	SA316B	SERIOUS	54

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2450	N567LT	031982	LEESBURG, FL	BEECH	F35	FATAL	112
2451	N112CF	040282	MCKINNEY, TX	MBB-BOLKOW	B0-105CBS	FATAL	324
2452	N9610J	040582	BOSTIC, NC	PIPER	PA-28-180	FATAL	242
2453	N11058	041182	NEAR TANANA, AK	HUGHES	369D	FATAL	4
2454	N40343	041682	HOMER, AK	MAULE	M-4-220C	FATAL	6
2455	N1070D	052982	HIGH ISLAND 389, GM	BELL	206L-1	NONE	150
2456	N9715L	051782	NEAR MT. SHASTA, CA	BEECH	A24R	FATAL	56
2457	N5330M	061782	DANVILLE, OH	CESSNA	152	FATAL	280
2458	N8193Y	060582	SNOW HILL, MD	PIPER	PA-30	FATAL	204
2459	N20100	072782	MORGAN HILL, CA	CESSNA	172M	FATAL	58
2459	N5090Q	072782	MORGAN HILL, CA	CESSNA	152	FATAL	60
2460	N757GY	060482	ELMA, NY	CESSNA	152	FATAL	268
2461	N28970	071182	NEWBURG, PA	GULFSTREAM A	AA-5B	FATAL	300
2462	N4072P	061482	ATLANTA, GA	PIPER	PA-23-160	SERIOUS	136
2463	N81262	100882	ALBIN, WY	GRUMMAN AMER	AA-5B	FATAL	408
2464	N83503	072182	LABARGE, WY	PIPER	18	FATAL	398
2465	N711GD	110182	WINSTON-SALEM, NC	BEECH	B90	NONE	244
2466	N55SW	110282	AUSTIN, TX	BOEING	737-200	SERIOUS	354
2467	N3957L	100882	BOONES MILL, VA	CESSNA	172G	FATAL	374
2468	N402DL	110182	MEADVILLE, PA	CESSNA	402B	NONE	304
2469	N79173	112582	OXFORD, NE	CESSNA	172K	FATAL	252
2470	N40999	050182	BOWLING GREEN, OH	PIPER	PA-28-140	FATAL	278
2471	N8317Q	091582	KEMMERER, WY	CESSNA	U206F	NONE	402
2472	N929B	102882	GEORGETOWN, IN	BELL	47D1	SERIOUS	176
2473	N15FC	102882	DELANO, CA	BELL	UH-1B	MINOR	84

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2474	N7850Y	102882	COLUMBUS, OH	PIPER	PA-30	NONE	286
2475	N8418K	103082	PINE BLUFF, AR	GULFSTREAM	G-164B	MINOR	34
2476	N29632	103082	ARDMORE, OK	PIPER	PA-28RT-20	MINOR	292
2477	N8278G	061182	CENTRAL, UT	CESSNA	188B	NONE	362
2478	N730V	062582	LAMAR, CO	GRUMMAN	G-164	NONE	96
2479	N25325	081282	BOYCEVILLE, WI	CESSNA	152	NONE	388
2480	N2292T	081582	5NM COLORADO SPRINGS, CO	PIPER	PA-28-140	NONE	98
2481	N1496M	102182	DEER VALLEY, AZ	CESSNA	182	MINOR	46
2482	N8856Y	102282	N. FT. LAUDERDALE, FL	PIPER	PA-39	MINOR	126
2483	N1190A	102382	CAMP CROOK, SD	PIPER	PA-18-125	SERIOUS	322
2484	N11T	102382	PIEDMONT, OK	NORTH AMERIC	F-51D	NONE	290
2485	N23388	102482	LANSING, IL	CESSNA	172	MINOR	168
2486	N3974Y	111182	MORRISTOWN, NJ	CESSNA	210D	NONE	258
2487	N6861V	111382	TALLADEGA, AL	MOONEY	M20F	NONE	32
2488	N1443T	111482	MARENGO, IA	PIPER	PA-28-180	NONE	152
2489	N163KT	111582	BELLE GLADE, FL	AERO COMMAND	680	NONE	130
2490	N61128	111682	WAHOO, NE	CESSNA	150J	NONE	250
2491	N64029	111782	WARRENBURG, MO	CESSNA	172M	MINOR	228
2492	N641D	081682	PLYMOUTH, MI	DRAGON FLY		NONE	212
2493	N76778	082282	ST. PAUL, MN	CESSNA	120	NONE	220
2494	N3004B	082282	BISMARCK, ND	CESSNA	190	NONE	248
2495	N3582B	110382	QUINHAGAK, AK	BEECH	50	NONE	22
2496	N714LB	110482	EVERGLADES CITY, FL	CESSNA	150	NONE	128
2497	N203CB	110582	GREENVILLE, PA	PIPER	PA-28-140	NONE	306
2498	N7689Y	110582	NANTUCKET, MA	PIPER	PA-30	NONE	202

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2499	N81MP	110682	NORTH CONWAY, NH	ROLLADEN-SCH	LS-1D	NONE	256
2500	N33RF	110782	EVERETT, WA	FROEHLICH	M-II	NONE	384
2501	N7521Z	110182	ANDREWS, TX	PIPER	PA-25-235	NONE	352
2502	N981C	110182	EXMORE, VA	STINSON	108-3	NONE	376
2503	N21136	110182	HOUSTON, TX	PIPER	PA-32RT-30	NONE	348
2504	N6453V	092282	WALLER, TX	HELIO	H-295	NONE	340
2505	N5237W	091282	GAGE, NM	CESSNA	P210N	NONE	260
2506	N3980A	091082	TOMBALL, TX	CESSNA	310R	NONE	338
2507	N4167Y	090582	KATY, TX	BELLANCA	8GCBC	NONE	336
2507	N1052K	090582	KATY, TX	I.C.A BRASOV	IS-28B2	NONE	334
2508	N880CA	091082	DELTA, UT	PIPER	PA-31T	NONE	364
2509	N730M	091782	INDIANAPOLIS, IN	BEECH	G18S	NONE	172
2510	N143W	092082	GREENVILLE, KY	GRUMMAN	G-164	NONE	182
2511	N30MW	092382	LONDON, KY	PIPER	PA-31	NONE	184
2512	N50950	100982	FT. MYERS, FL	CESSNA	172P	NONE	118
2513	N169RV	021682	KING SALMON, AK	NIHON	YS-11A	MINOR	2
2514	N5325D	101582	TOSTON, MT	CESSNA	172N	NONE	234
2515	N9192V	101682	SAULT STE MARIE, MI	MOONEY	M20E	FATAL	214
2516	N173MA	101782	INDIANAPOLIS, IN	SWEARINGEN	SA227-AC	NONE	174
2517	N12927	101982	ST. AUGUSTINE, FL	CESSNA	172	NONE	124
2518	N8465Y	101082	GUALALA, CA	PIPER	PA-28R	NONE	76
2518	N29150	101082	GUALALA, CA	CESSNA	172	NONE	74
2519	N8385D	021382	GILROY, CA	BEECH	J35	FATAL	52
2520	N8240M	101982	N. OKEECHOBEE, FL	CESSNA	182	NONE	122
2521	N3247H	072682	PORT SHELTON TWNSP, MI	ERCOUPE	415C	MINOR	210

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2522	N53056	072882	BRUCE, WI	CESSNA	172P	MINOR	386
2523	N8487N	081282	FRANKFORT, IL	BEECH	E-33	NONE	162
2524	N4543F	081482	KANKAKEE, IL	PIPER	PA-28-151	NONE	164
2525	N5754P	082782	JAMESTOWN, LA	BELL	206B	SERIOUS	192
2526	N47973	092482	PALACIOS, TX	CESSNA	152II	NONE	342
2527	N7746S	061682	WILLIAMSON, GA	SCHWEIZER	SGS-2-32-A	SERIOUS	138
2528	N66103	112882	STONE MOUNTAIN, GA	CESSNA	150M	MINOR	146
2529	N188CB	100482	HAZARD, KY	BEECH	35	SERIOUS	186
2530	N4AM	102382	DILLON, MI	CESSNA	172P	FATAL	216
2531	N9985F	100182	MT. VERNON, OH	BENSON	GYROCOPTER	NONE	282
2532	N7537R	100282	PALM SPRINGS, CA	PIPER	PA-28-140	NONE	68
2533	N9474A	100382	WICKENBURG, AZ	CESSNA	140A	MINOR	40
2534	N259ER	100782	BUNNELL, FL	PIPER	PA-44-180	NONE	116
2535	N409V	101182	SARASOTA, FL	BEECH	95-C55	NONE	120
2536	N28M	101282	LEXINGTON, MO	SMITH MINIPL	MINI	NONE	226
2537	N89003	101582	IOTA, LA	CESSNA	140	MINOR	196
2538	N8343A	100182	OLATHE, KS	PIPER	PA-32-301	NONE	180
2539	N8714T	102282	REDMOND, OR	CESSNA	182B	NONE	296
2540	N9025C	112882	CHESAPEAKE, VA	PIPER	PA-28R	FATAL	380
2541	N17965	101782	MECKLENBURG, NY	SCHWEIZER	SGS2-33AK	NONE	276
2542	N7518Y	101782	ALLENTOWN, PA	PIPER	PA-30	NONE	302
2543	N47916	102882	MCALLEN, TX	PIPER	PA-28-161	NONE	344
2544	N4804D	111382	LAKE CITY, CO	CESSNA	182A	MINOR	50
2545	N63498	101682	EPHRIAM, UT	BOWERS FLY B	1A	FATAL	366
2546	N3133L	102282	WATERTOWN, SD	EIPPER-FORMA	MX-II	NONE	320

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2547	N21SH	102682	ERIE, CO	J.A.MULLAN	DRAGONFLY	SERIOUS	108
2548	N67084	110682	NEAR HOLDEN, UT	PIPER	J3C-65	FATAL	368
2549	N8185P	112082	CASCADE LOCKS, OR	PIPER	PA-24-250	NONE	298
2550	N9535C	100882	SANBORNTON, NH	PIPER	PA-28-161	FATAL	254
2551	N14QP	122282	STOCKBRIDGE, GA	QUICKIE	2	NONE	148
2552	N6319S	100382	PEORIA, AZ	CESSNA	150	NONE	42
2553	N7432R	110382	WILLIMATIC, CT	PIPER	PA-28-140	NONE	110
2554	N69199	110682	MARANA, AZ	CESSNA	152	NONE	48
2555	N9015R	102182	INDIAN HILL, OH	ROBINSON	R-22	FATAL	284
2556	N378NE	022182	BLOOMINGTON, IN	FAIRCHILD-HI	227C	NONE	170
2557	N16541	081882	ENGLEWOOD, CO	PIPER	PA-28-235	SERIOUS	100
2558	N6859A	041882	PARKER, CO	CESSNA	150	SERIOUS	94
2559	N5223J	103082	PANOCHE, CA	CESSNA	172N	FATAL	86
2560	N6520Y	011582	28 MI ENE OGDEN, UT	CESSNA	T210N	FATAL	360
2561	N18906	082182	PALISADE, CO	BEECH	C24R	NONE	102
2562	N108TM	053182	TALKEETNA, AK	STINSON	181	SERIOUS	10
2563	N9426E	072482	JAMAICA, NY	CESSNA	172N	MINOR	270
2564	N1344Q	080882	LAKE GEORGE, NY	CESSNA	185F	NONE	272
2565	N6954B	081482	ICY BAY, AK	PIPER	PA-22	SERIOUS	12
2566	N6130L	090482	OPHEIM, MT	AMERICAN AVI	AA1	FATAL	230
2567	N97451	100282	NEAR SPARREVOHN, AK	ROCKWELL INT	STINSON 10	NONE	18
2568	N12KW	103182	WITTENSVILLE, KY	VANHOOSE/SCO	EXECUTIVE	MINOR	188
2569	N127PM	022182	PROVIDENCE, RI	DEHAVILLAND	DHC-6	FATAL	308
2570	N733UE	111282	ST. IGNATIUS, MT	CESSNA	172	NONE	240
2571	27SS	112282	SPARTANBURG, SC	AEROSPORT	CHAMP	NONE	316

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2572	N8836K	112182	MILAN, MI	STINSON	108	NONE	218
2573	N22WB	112182	WONEWOC, WI	PITTS	S1S	NONE	394
2574	N6409M	112182	MCKINNEY, TX	CESSNA	152	NONE	356
2575	N555AW	110782	BICKNELL, UT	GRUMMAN	AA1	MINOR	370
2576	N7280X	110282	LOS ANGELES, CA	CESSNA	150B	NONE	88
2577	N65SA	110582	SAN FRANCISCO, CA	SWEARINGEN	SA-226TC	MINOR	90
2578	N4503R	112182	BATESVILLE, IN	PIPER	PA-28-140	NONE	178
2579	N79412	112882	LOWELL, FL	CESSNA	172J	NONE	134
2580	N2551S	111982	FULTON, KY	CESSNA	T-337C	NONE	190
2581	N6104J	112682	GUSTAVUS, AK	PIPER	PA-32R-300	NONE	30
2582	N6718S	113082	ADDISON, TX	CESSNA	150H	NONE	358
2583	N82219	081882	7NM SO. OF SALEM, OR	AERONCA	7AC	NONE	294
2584	NNONE	080482	SUFFOLK, VA	BENSON	B8M	MINOR	372
2585	N95451	092782	NEAR LOCKHART, SC	PIPER	PA-28-140	SERIOUS	312
2586	N12JP	031582	GUNNISON, CO	PIPER	PA-31P	NONE	92
2587	N4082W	111182	NEAR SEWARD, AK	PIPER	PA-32-300	NONE	28
2588	N36829	111082	FORT YUKON, AK	BEECH	A36	NONE	26
2589	N103AQ	051682	HOOPER BAY, AK	DEHAVILLAND	DHC-6-200	SERIOUS	8
2590	N60631	112582	BEDFORD, VA	CESSNA	150J	NONE	378
2591	N25341	112782	FT. MYERS, FL	CESSNA	152	NONE	132
2592	N3597Q	110882	STARFISH, AK	AEROSPATIALE	S350D	FATAL	24
2593	N18236	112582	RED WING, MN	CESSNA	150L	NONE	222
2594	N18727	072182	PONTIAC, IL	CESSNA	150L	FATAL	160
2595	N9184F	050682	GOODING, ID	HUGHES	369HS	SERIOUS	154
2596	N3247A	090182	LAWRENCEVILLE, GA	CESSNA	170B	FATAL	140

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2597	N3286T	090482	CASTLEROCK, CO	CESSNA	177	MINOR	104
2598	N7915	091582	NEAR KEMMERER, WY	AEROSPATIALE	SA315B	SERIOUS	404
2599	N55404	092682	ROCK SPRINGS, WY	CESSNA	172	NONE	406
2600	N737LJ	100682	ALBANY, GA	CESSNA	172N	NONE	142

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 13 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2513 2/16/82 KING SALMON, AK A/C Reg. No. N169RV Time (Lcl) - 0905 AST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	3	
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	0	0	3	33	
Accident Occurred During	-LANDING							

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

Make/Model	- NIHON YS-11A	Eng Make/Model	- ROLLS-ROYCE 542-10K	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 55000	Engine Type	- TURBOPROP	Weather Radar	- UNK/NR
No. of Seats	- 56	Rated Power	- 1990 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COLD BAY, AK	
Wind Dir/Speed- 330/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - CONTACT	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11589
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 4177
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A SCHEDULED FLT FROM ANCHORAGE TO COLD BAY, AK WITH INTERMEDIATE STOPS AT KING SALMON & DUTCH HARBOR, AK. EN ROUTE BETWEEN ANCHORAGE & KING SALMON, THE AIR TEMPS AT CRUISE ALTITUDE WERE BETWEEN -36 & -40 DEG FAHRENHEIT. WHILE ENTERING DOWNWD TO LND AT KING SALMON, THE BEFORE-LNDG CHECK WAS MADE WHICH INCLUDED TURNING OFF THE FUEL HEATERS. SHORTLY THEREAFTER, THE R ENGINE LOST PWR & WOULD NOT RESTART. THE R ENGINE WAS FEATHERED & SECURED. SOON AFTER THAT, WHILE TURNING TO FINAL APCH WITH THE GEAR DOWN, THE L ENGINE BEGAN LOSING PWR. THE CAPTAIN ELECTED TO LAND ON A FRZN RIVER & CALLED FOR THE GEAR TO BE RETRACTED. WHILE LNDG, THE ACFT TOUCHED DOWN BEFORE THE GEAR WAS FULLY RETRACTED. AN INVESTIGATION REVEALED ALL 3 TURBINE STAGES OF THE L ENGINE WERE DAMAGED FROM OVERHEATING, INDICATIVE TO EXCESS FUEL FLOW. EXCEPT FOR THE L ENGINE OVERHEATING, NO OTHER MECHANICAL DEFECTS WERE FOUND WITH EITHER ENGINE. HOWEVER, ENTRAINED WATER (WTR IN SOLUTION) CAN OCCUR IN JET FUEL. WATER (29 TO 150 PPM) WAS FOUND IN FUEL SAMPLES. CONDS FOR ICE, PRESENT.

Brief of Accident (Continued)

File No. - 2513

2/16/82

KING SALMON, AK

A/C Reg. No. N169RV

Time (Lcl) - 0905 AST

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. FLUID, FUEL - ICE
3. FUEL SYSTEM, FILTER - BLOCKED(TOTAL)
4. FLUID, FUEL - STARVATION
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT MANUALS - MANUFACTURER

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. UNDETERMINED
8. FLUID, FUEL - OTHER
9. TURBINE ASSEMBLY - OVERTEMPERATURE
10. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

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

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

Finding(s)

11. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
12. TERRAIN CONDITION - ICY

Occurrence #5 MISCELLANEOUS/OTHER
Phase of Operation STANDING

Finding(s)

13. INSTRUCTIONS, WRITTEN/VERBAL - INADEQUATE - COMPANY/OPERATOR MGMT
14. INTERPRETATION OF INSTRUCTIONS - INADEQUATE - PASSENGER

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2453 4/11/82 NEAR TANANA, AK A/C Reg. No. N11058 Time (Lcl) - 1735 AST

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

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

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

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
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 - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BANDDANACK, AK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3954
SE LAND	Months Since - 11	Make/Model- 963
HELICOPTER	Aircraft Type - H-369D	Instrument- 244
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 5
		Rotorcraft - 3924

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE AIRCRAFT CRASHED ON A SNOW COVERED MOUNTAIN SLOPE WHILE IN A STEEP LEFT BANK/NOSE LOW TURN. THE 1754 AST WEATHER AT TANANA, AK (19 NM SSE) WAS, IN PART: 1800 FT BROKEN, 3500 FT OVERCAST, VISIBILITY 7 MI WITH LIGHT SNOW, WIND 320 DEG AT 18 KTS. FLIGHT ADVISORIES WERE POSTED FOR SOME TURBULENCE IN THE AREA, AND THERE WERE STRONG PRESSURE GRADIENTS WHICH WERE CAPABLE OF PRODUCING GUSTY LOW LEVEL WINDS. SNOW AND SNOW SHOWERS PERSISTED IN THE AREA WELL BEYOND THE ESTIMATED TIME OF THE CRASH. THE ELEVATION OF THE AIRPORT AT TANANA WAS 227 FT MSL, THE CRASH SITE WAS AT ABOUT 2550 FT MSL. DURING AN EXAMINATION OF THE WRECKAGE, NO PREIMPACT FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2453

4/11/82

NEAR TANANA, AK

A/C Reg. No. N11058

Time (Lcl) - 1735 AST

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - SNOW
 5. WEATHER CONDITION - WHITEOUT
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. TERRAIN CONDITION - RISING
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2454 4/16/82 HOMER,AK

A/C Reg. No. N40343

Time (Lc1) - 1502 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - MAULE M-4-220C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 2

Eng Make/Model - FRANKLIN 6A-350-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 220/013 KTS
Visibility - 1.0 SM
Cloud Conditions(1st) - 500 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
ON AIRPORT

Airport Data

HOMER
Runway Ident - 21
Runway Lth/Wid - 7400/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - WET

ATC/Airspace

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

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - M-4

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 67 Last 24 Hrs - 0
Make/Model- 31 Last 30 Days- 5
Instrument- 1 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED HOMER AIRPORT ON A SPECIAL VFR CLEARANCE AFTER BEING ADVISED NUMEROUS TIMES THAT VFR FLIGHT WAS NOT RECOMMENDED. SHORTLY AFTER TAKEOFF (8 MINUTES) THE AIRCRAFT DROVE OUT OF THE CLOUDS AND CRASHED NEAR THE AIRPORT. THE PILOT WAS NOT INSTRUMENT RATED. PRIOR TO TAKING OFF, THE PILOT HAD INDICATED THAT HE WAS IN A HURRY TO GET TO ANCHORAGE TO PARTICIPATE IN A GUN SHOW.

Brief of Accident (Continued)

File No. - 2454

4/16/82

HOMER, AK

A/C Reg. No. N40343

Time (Lcl) - 1502 AST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

Finding(s)

8. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 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) 4,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2589 5/16/82 HOOPER BAY, AK A/C Reg. No. N103AQ Time (Lcl) - 1015 ADT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	2	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	5	1	0
Accident Occurred During	-APPROACH						

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

Make/Model	- DEHAVILLAND DHC-6-200	Eng Make/Model	- P & W PT6A-20	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11000	Engine Type	- TURBOPROP	Weather Radar	- NO
No. of Seats	- 16	Rated Power	- 500 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	BETHEL, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	HOOPER BAY, AK		HOOPER BAY	
Wind Dir/Speed	- 100/020 KTS			Runway Ident	- 13
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 3600/ 100
Cloud Conditions(1st)	- 4000 FT SCATTERED	Type of Flight Plan	- VFR	Runway Surface	- N/A
Cloud Conditions(2nd)	- 20000 FT OVERCAST	Type of Clearance	- UNK/NR	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- VISUAL STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4550	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 1100	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) - AIRPLANE

-----Narrative-----

AT 0833 ADT, THE ACFT DEPARTED BETHEL, AK ON A SCHEDULED PAX/CARGO COMMUTER FLT TO CHEVAK, SCAMMON BAY & HOOPER BAY, AK. THE OPERATOR'S COMMUTER FLTS HAD NOT LANDED AT SCAMMON BAY FOR SVRL DAYS SINCE THE RWY WAS SOFT & MUDDY FROM MELTING SNOW. BFR DEPARTING CHEVAK, 902 LBS OF MAIL & BAGGAGE WAS PLACED IN THE AFT BAGGAGE COMPARTMENT. ALSO, 2 PAX'S WERE ASKED TO SIT IN THE MOST AFT SEATS "TO LIGHTEN THE NOSE." AT SCAMMON BAY, THE UNEVENTFUL LNDG WAS MADE FROM A SHALLOW APCH WITH HI PWR. AFTER LANDING, 278 LBS OF MAIL WAS REMOVED FROM THE NOSE COMPARTMENT, LEAVING IT EMPTY, & 191 LBS OF CARGO WAS REMOVED FROM THE CABIN. THIS WAS DONE WITH 1 ENG RUNNING, NO OTR LOAD CHGS WERE MADE BFR TKOF. THE PAX RPRTD THAT DRG APCH TO HOOPER BAY, THE PWR WAS REDUCED ON A SOMEWHAT STEEPER APCH & THE SQUARE (FLAP) HNDL WAS MVD. THEY RPRTD THAT SOON THEREAFTER, THE NOSE PITCHED UP & STALL WRNG SOUNDED. THE PLANE CRASHED APRX 1320 FT SHORT OF RWY 13. AN INVESTIGATION REVEALED THE CG WAS APRX 7.7% BHND THE MAX AFT LMT. NO PREIMPACT, MECHANICAL FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2589

5/16/82

HOOPER BAY, AK

A/C Reg. No. N103AQ

Time (Lcl) - 1015 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. STALL - UNCONTROLLED -
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2562 5/31/82 TALKEETNA, AK A/C Reg. No. N108TM Time (Lcl) - 0163 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - STINSON 181
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - FRANKLIN GA4165
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MERRILL FIELD, AK
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
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 - 12
Aircraft Type - UNK/NR

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

Total	-	185	Last 24 Hrs -	1
Make/Model-	55		Last 30 Days-	UNK/NR
Instrument-	5		Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A FORCED LANDING AFTER A SPARK PLUG BLEW OUT OF THE ENGINE. DURING THE LANDING THE AIRCRAFT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 2562

5/31/82

TALKEETNA, AK

A/C Reg. No. N108TM

Time (Lc1) - 0163 ADT

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - SEPARATION
 2. REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
 3. IGNITION SYSTEM, SPARK PLUG - STRIPPED THREAD
 4. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

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

Finding(s)

5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2565 8/14/82 ICY BAY,AK A/C Reg. No. N6954B Time (Lcl) - 0845 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - PIPER PA-22
Landing Gear - FLOAT
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-E2A
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 - NWS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VALDEZ,AK
Destination
YAKUTAT,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)
PRIVATE
SE LAND,SE SEA

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 431	Last 24 Hrs	- 3
Make/Model-	321	Last 30 Days-	7
Instrument-	4	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS COUNTRY FLIGHT, THE PILOT LANDED ON A SMALL LAKE TO ADD FUEL TO THE AIRCRAFT FROM CANS CARRIED IN THE AIRCRAFT. AFTER DEPARTING THE LAKE HE ENCOUNTERED WEATHER AND ATTEMPTED TO TRANSITION TO INSTRUMENT FLIGHT WHEN A HOLE HE WAS USING TO CLIMB THROUGH CLOSED UP. HE STATED THAT MOMENTS BEFORE COLLISION WITH A 85 DEGREE UPSLOPE HE SAW THE TREES, PULLED THE POWER OFF AND NOSED UP INTO A STALL.

Brief of Accident (Continued)

File No. - 2565

8/14/82

ICY BAY, AK

A/C Reg. No. N6954B

Time (Lcl) - 0845 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2436

9/11/82

WASILLA, AK

A/C Reg. No. N63837

Time (Lcl) - 1100 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

Crew
Pass

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

Make/Model - PIPER PA-18-150
Landing Gear - FLOAT
Max Gross Wt - 1750
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point
ANDERSON LAKE, AK
Destination
LAKE HOOD, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KINGS LAKE
Runway Ident - N/A
Runway Lth/Wid - 2000-N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 31

Biennial Flight Review

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

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 1800	Last 24 Hrs	- 1
Make/Model	- 800	Last 30 Days	- 10
Instrument	- 5	Last 90 Days	- 10
Multi-Eng	- 50		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED ON ANDERSON LAKE TO OBTAIN FUEL. AFTER REFUELING, HE ABORTED HIS FIRST ATTEMPT TO TAKEOFF WHEN THE AIRCRAFT WAS SLOW TO ACCELERATE. ABOUT 20 GAL OF FUEL WAS THEN DRAINED FROM THE AIRCRAFT. ANOTHER TAKEOFF WAS STARTED BY MAKING A STEP TURN TO THE DEPARTURE HEADING. THE PILOT STATED THAT HE LIFTED OFF AT 45 MPH WITH 1/2 FLAPS. HE STATED THAT IT APPEARED THE ENGINE WAS NOT DEVELOPING FULL POWER AND THAT HE POSSIBLY ENCOUNTERED A WIND SHEAR CONDITION. AFTER REACHING ABOUT 100 FT AGL, THE PLANE WOULD NOT CLIMB. SUBSEQUENTLY, THE PLANE COLLIDED WITH TRANSMISSION LINES ALONG A ROAD THAT DIVIDED ANDERSON LAKE AND KING LAKE. THE AIRCRAFT THEN CRASHED INTO KING LAKE.

Brief of Accident (Continued)

File No. - 2436

9/11/82

WASILLA, AK

A/C Reg. No. N63837

Time (Lcl) - 1100 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2432 9/22/82 NEAR NOME, AK A/C Reg. No. N3257N Time (Lcl) - 1230 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - PIPER J3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 210/011 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
IGLOO, AK
Destination
NOME, 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 - 38

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

Medical Certificate - NON-VALID MEDICAL

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING HOME FROM A HUNTING TRIP. THE WEATHER WAS LOW CEILING AND VISIBILITY WAS MARGINAL IN SOME OF THE VALLEYS. THE AIRCRAFT IMPACTED AT THE 1300 FOOT LEVEL ON A 30 DEGREE INCLINE OF A ROCKY SLOPE. THE AIRCRAFT BOUNCED BACK FOUR FEET ON IMPACT AND BURNED. THE 1157 BDT WEATHER AT NOME WAS REPORTED AS 500 FT SCATTERED, 1200 FT OVERCAST, VISIBILITY 6 MILES WITH LIGHT DRIZZLE.

Brief of Accident (Continued)

File No. - 2432

9/22/82

NEAR NOME, AK

A/C Reg. No. N3257N

Time (Lc1) - 1230 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. TERRAIN CONDITION - RISING
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2567 10/02/82 NEAR SPARREVOHN, AK A/C Reg. No. N97451 Time (Lc1) - 0018 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	0
Accident Occurred During -TAKEOFF					

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

Make/Model - ROCKWELL INTERNATIONAL STINSON	Eng Make/Model - LYCOMING IO-435C	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - UNK/NR
Wind Dir/Speed- 033/003 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Cloud Conditions(1st) - 1500 FT	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	SOFT
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 77
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER SHOOTING A MOOSE IN THE MORNING, QUARTERING THE ANIMAL AND CARRYING THE MEAT TO THE AN UNIMPROVED LANDING/TAKEOFF AREA HE WALKED BACK TO HIS CABIN FOR HIS AIRCRAFT. UPON HIS RETURN, HE LANDED AND LOADED 2 QUARTERS INTO THE BACK SEAT. IT WAS NOW 5:30PM AND STARTING TO SNOW. HE TAXIED FOR TAKEOFF WITHOUT ACCOMPLISHING A RUN-UP. WHILE TAXIING HE EXPERIENCED DIFFICULTY WITH THE WINDSHIELD FOGGING AND ALTHOUGH IN A HURRY MANAGED TO CLEAN THE WINDSHIELD. WHEN HE REACHED THE END OF THE STRIP HE IMMEDIATELY BEGAN THE TAKEOFF. THE AIRCRAFT FAILED TO ACCELERATE PROPERLY DURING TAKEOFF AND SETTLED BACK TO THE SURFACE AT THE END OF THE STRIP. THE PILOT BELIEVED THAT CARBURETOR ICE AND ROUGH RUNWAY CONTRIBUTED TO THE LACK OF ACCELERATION.

Brief of Accident (Continued)

File No. - 2567

10/02/82

NEAR SPARREVOHN, AK

A/C Reg. No. N97451

Time (Lc1) - 0018 ADT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
5. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

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

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

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. - 2447 10/07/82 PHILLIPS FIELD, AK A/C Reg. No. N4946M Time (Lcl) - 1630 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	1
Accident Occurred During - LANDING						

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

Make/Model - PIPER PA-20-A	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		PHILLIPS FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 06
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 20
Cloud Conditions(1st) - 5000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	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 - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1851
SE LAND	Months Since - 15	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING A LANDING, THE AIRCRAFT BOUNCED A LITTLE. REPORTEDLY, HE RECOVERED FROM THE BOUNCE, THEN THE PLANE STARTED TO VEER OFF THE RUNWAY TOWARD PARKED AIRCRAFT. WHILE CORRECTING WITH BRAKES, THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2447

10/07/82

PHILLIPS FIELD, AK

A/C Reg. No. N4946M

Time (Lcl) - 1630 ADT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2495 11/03/82 QUINHAGAK, AK A/C Reg. No. N3582B Time (Lcl) - 1200 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BEECH 50
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING GO-435-C2
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 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
BETHEL, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KWINHAGAK
Runway Ident - 22
Runway Lth/Wid - 2100/ 75
Runway Surface - GRAVEL
Runway Status - SNOW - COMPACTED

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - PA-28

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

Total	- 10846	Last 24 Hrs	- 1
Make/Model-	222	Last 30 Days-	UNK/NR
Instrument-	156	Last 90 Days-	85
Multi-Eng -	232	Rotorcraft -	484

Instrument Rating(s) - AIRPLANE

-----Narrative-----

LEFT ENGINE LOST POWER AFTER TAKEOFF. PILOT FEATHERED LEFT ENGINE AND RETURNED TO RUNWAY ON ONE ENGINE. SINCE HE WAS OVERSHOOTING HE ELECTED TO LAND ON GRASS WHEELS UP TO AVOID OVERRUN AND COLLISION WITH DITCH. THE FOLLOWING DISCREPANCIES WERE FOUND: EXHAUST VALVE LEAK #4 CYL; #1 CYL TOP PLUG GAP 0.000; #1 CYL LOWER IGNITION LEAD INTERNALLY SHORTED; #5 CYL SPARK PLUGS LOOSE; #2 CYL LOWER IGNITION LEAD SHIELD BROKEN & IGNITION WIRE EXPOSED; #4 CYL LOWER IGNITION LEAD CIGARETTE SPRING CUT & STRETCHED; #2,4 & 6 CYL UPPER IGNITION LEADS SHOWED OCCASIONAL OPEN; AND R/H MAG "P" LEAD INTERMITTENTLY GROUNDED INTERNALLY AT MAG CONNECTION.

Brief of Accident (Continued)

File No. - 2495

11/03/82

QUINHAGAK, AK

A/C Reg. No. N3582B

Time (Lc1) - 1200 AST

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

Finding(s)

1. IGNITION SYSTEM - INADEQUATE
 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 3. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
-

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

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

Finding(s)

4. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 2592 11/08/82 STARFISH,AK A/C Reg. No. N3597Q Time (Lcl) - 0193 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - AEROSPATIALE S350D
Landing Gear - SKID
Max Gross Wt - 4650
No. of Seats - 5

Eng Make/Model - LYCOMING LTS-101-600AZ
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 615 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
WRANGELL,AK
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 35

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3004	Last 24 Hrs	- 2
Make/Model-	1080	Last 30 Days-	18
Instrument-	UNK/NR	Last 90 Days-	67
		Rotorcraft	- 2862

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE FLT ARRIVED AT ANITA BAY THERE WERE AREAS OF GROUND FOG MOVING IN & OUT OVER THE LOGGING CAMP LANDING SIGHT. THE HELICOPTER WAS OBSERVED TO FLY OVER THE CAMP & BACK OUT ACROSS THE BAY. SHORTLY AFTER THE HELICOPTER WAS OUT OF SIGHT A NOISE SOUNDING LIKE AN EXPLOSION WAS HEARD. THE HELICOPTER WAS FOUND UPSIDE DOWN IN WATER. THE LEFT FLOTATION DEVICE WAS INFLATED BUT THE RIGHT WAS STILL IN THE NORMAL STOWED POSITION. THE PLT ACTIVATED DISCHARGE SWITCH WAS FOUND IN THE UNGUARDED POSITION.

Brief of Accident (Continued)

File No. - 2592

11/08/82

STARFISH,AK

A/C Reg. No. N3597Q

Time (Lc1) - 0193 PST

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
3. FLARE - PREMATURE - PILOT IN COMMAND

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

Finding(s)

4. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - INOPERATIVE

----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. - 2588 11/10/82 FORT YUKON, AK A/C Reg. No. N36829 Time (Lcl) - 1822 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3680
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 2000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
FORT YUKON, AK

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - VOR/DME

Airport Proximity
ON AIRPORT

Airport Data

FORT YUKON
Runway Ident - 03
Runway Lth/Wid - 5019/ 150
Runway Surface - GRAVEL
Runway Status - SNOW - DRY

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	408	Last 24 Hrs	-	2
Make/Model	-	320	Last 30 Days	-	10
Instrument	-	102	Last 90 Days	-	34
Multi-Eng	-	22			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT APPROACH TO RUNWAY 03 AT FORT YUKON, AK, THE PILOT NEGLECTED TO ACTIVATE THE RUNWAY LIGHTS, AS PRESCRIBED ON THE JEPPESON APPROACH CHART, AND MISTOOK A ROW OF WHITE LIGHTS ON BUILDINGS AS THE RUNWAY LIGHTS. UPON LANDING ON A PARKING RAMP THE AIRCRAFT CAME TO A STOP AFTER RUNNING OFF THE RAMP INTO DEEP SNOW AND BRUSH.

Brief of Accident (Continued)

File No. - 2588

11/10/82

FORT YUKON, AK

A/C Reg. No. N36829

Time (Lcl) - 1822 AST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INATTENTIVE - PILOT IN COMMAND
 2. MISSED APPROACH - NOT USED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
 6. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
 7. TERRAIN CONDITION - SNOW COVERED
-

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

Finding(s)

8. TERRAIN CONDITION - SNOWBANK
 9. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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. - 2587 11/11/82 NEAR SEWARD,AK A/C Reg. No. N4082W Time (Lcl) - 1500 AST

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECDRD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SEWARD,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	NEAR SEWARD,AK		Runway Ident	- UNK/NR
Wind Dir/Speed	- 360/005 KTS			Runway Lth/Wid	- UNK/NR
Visibility	- 40.0 SM	ATC/Airspace		Runway Surface	- GRAVEL
Cloud Conditions(1st)	- 3000 FT	Type of Flight Plan	- UNK/NR	Runway Status	- WET
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6000	Last 24 Hrs - UNK/NR
SE LAND,SE SEA	Months Since - 6	Make/Model- 1100	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A LANDING ON A BEACH NEAR SEWARD, ALASKA, THE AIRCRAFT'S RIGHT MAIN AND NOSE LANDING GEAR WERE SHEARED OFF AFTER THE PLANE CONTACTED ROCKS IN THE SAND.

Brief of Accident (Continued)

File No. - 2587

11/11/82

NEAR SEWARD, AK

A/C Reg. No. N4082W

Time (Lcl) - 1500 AST

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

Finding(s)

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

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 2581 11/26/82 GUSTAVUS,AK A/C Reg. No. N6104J Time (Lcl) - 1020 PST

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

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

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

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	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	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	JUNEAU JNU,AK	GUSTAVUS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 01
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5400/ 340
Cloud Conditions(1st) - 1000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1693
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model- 124
	Aircraft Type - UNK/NR	Instrument- 55
		Multi-Eng - 154
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT SLUSH ACCUMULATION ON THE RUNWAY PREVENTED THE AIRCRAFT FROM REACHING TAKEOFF SPEED. HE ABORTED THE TAKEOFF AND WITH BRAKING ACTION "NIL" SLID OFF THE END OF THE RUNWAY. GUSTAVUS AIRPORT IS OWNED AND OPERATED BY THE STATE OF ALASKA AND HAS NO WINTER MAINTENANCE.

Brief of Accident (Continued)

File No. - 2581

11/26/82

GUSTAVUS, AK

A/C Reg. No. N6104J

Time (Lcl) - 1020 PST

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

Finding(s)

1. VLOF - NOT OBTAINED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SLUSH COVERED
 4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2487 11/13/82 TALLADEGA, AL A/C Reg. No. N6861V Time (Lcl) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE
Crew Pass

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

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

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-AIA
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 - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUNTSVILLE, AL
Destination
TALLADEGA, AL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TALLADEGA MUNICIPAL
Runway Ident - 03
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 65
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

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

Total	-	2203	Last 24 Hrs	-	1
Make/Model	-	2203	Last 30 Days	-	UNK/NR
Instrument	-	392	Last 90 Days	-	23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT FORGOT TO EXTEND LANDING GEAR.

Brief of Accident (Continued)

File No. - 2487

11/13/82

TALLADEGA, AL

A/C Reg. No. N6861V

Time (Lcl) - 1530 CST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2475 10/30/82 PINE BLUFF, AR A/C Reg. No. N8418K Time (Lcl) - 1620 CDT

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

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

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

Make/Model - GULFSTREAM G-164B	Eng Make/Model - P & W R-1340	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		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- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 20338
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 20338
		Instrument- 0
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

PILOT JUST LOADED SEEDS AND TOOKOFF WHEN HE NOTICED SMOKE AND THE ENGINE LOST POWER. DURING A FORCED LANDING THE AIRCRAFT NOSED OVER. CAUSE OF POWER LOSS UNDETERMINED.

Brief of Accident (Continued)

File No. - 2475

10/30/82

PINE BLUFF, AR

A/C Reg. No. N8418K

Time (Lcl) - 1620 CDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. TERRAIN CONDITION - OPEN FIELD

-----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. - 2441 10/31/82 NORTH LITTLE ROCK, AR A/C Reg. No. N29457 Time (Lcl) - 1145 CST

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

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

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

Make/Model - CESSNA 177	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 - 2350	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		NORTH LITTLE ROCK
Wind Dir/Speed- 200/014 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 10000 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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1850
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-177	Make/Model- 500
		Instrument- 38
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE LOST POWER. ONE WITNESS STATED THAT THE ENGINE DID NOT COMPLETELY QUIT. ANOTHER WITNESS REPORTED THAT IT QUIT, BUT RESTARTED AND THEN OPERATED WITH PARTIAL POWER. REPORTEDLY, THE AIRCRAFT REMAINED IN A NOSE HIGH ATTITUDE, THEN THE NOSE DROPPED AND THE PLANE CRASHED IN A LEFT-WING-LOW ATTITUDE. DURING IMPACT, FUEL LINES TO THE LEFT TANK FAILED AND FUEL DRAINED INTO THE COCKPIT. WHEN EXAMINED, THE RIGHT FUEL TANK STILL CONTAINED FUEL. THE GASCOLATOR WAS CHECKED AND WAS FOUND CONTAINING MOSTLY WATER. THE PILOT HAD NO RECOLLECTION OF HAVING MADE THE FLIGHT; HOWEVER, HE BELIEVED THAT HE DRAINED THE SUMPS, SINCE THAT WAS HIS HABIT. THERE WAS NO RECORD OF REFUELING THE AIRCRAFT WHERE IT WAS NORMALLY SERVICED.

Brief of Accident (Continued)

File No. - 2441

10/31/82

NORTH LITTLE ROCK, AR

A/C Reg. No. N29457

Time (Lcl) - 1145 CST

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

Finding(s)

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

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

Finding(s)

3. STALL - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2437 9/17/82 CARRIZO,AZ A/C Reg. No. N45540 Time (Lcl) - 1230 MST

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SILVER CITY,MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GLOBE,AZ	Runway Ident - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 57
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS "LONG" CROSS-COUNTRY FLIGHT. HE REPORTED THAT THE FIRST LEG OF THE FLIGHT WAS FROM LIBBY AIR FIELD, AZ TO SILVER CITY, NM WITH AN EN ROUTE TIME OF ABOUT 1.3 HRS. ON THE NEXT LEG OF THE FLIGHT TO GLOBE, AZ. HE BECAME DISORIENTED AND COULD NOT PIN-POINT HIS LOCATION ON HIS MAP. HE CONTACTED THE PHOENIX FSS AND CLIMBED TO 9000 FT WHILE REMAINING ON A HEADING OF 290 DEG. SUBSEQUENTLY, THE AIRCRAFT RAN OUT OF FUEL AND THE PILOT MADE A FORCED LANDING SHORT OF A DIRT STRIP NEAR CARRIZO, AZ AFTER FLYING ABOUT 2 HRS. REPORTEDLY, THE STRIP WAS OVERGROWN WITH BRUSH AND HAD TREES NEARBY. CARRIZO IS LOCATED ABOUT 38 NM NORTH OF THE DESTINATION AIRPORT. THE PILOT DID NOT REFUEL THE AIRCRAFT BEFORE STARTING THE SECOND LEG OF THE FLIGHT.

Brief of Accident (Continued)

File No. - 2437

9/17/82

CARRIZO,AZ

A/C Reg. No. N45540

Time (Lcl) - 1230 MST

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

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. FLUID,FUEL - EXHAUSTION
 6. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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. - 2533 10/03/82 WICKENBURG,AZ A/C Reg. No. N9474A Time (Lcl) - 1400 MST

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

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

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
AGUILA,AZ
Destination
ICKSANBURG,AZ

Airport Proximity
ON AIRPORT

Airport Data

WICKENBURG MUNICIPAL
Runway Ident - 23
Runway Lth/Wid - 4250 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 300 Last 24 Hrs - 0
Make/Model- 300 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE AIRCRAFT TOUCHED THE RUNWAY THEN BALLOONED DURING A WHEELS-FIRST LANDING. AFTER THE PILOT DECIDED TO EXECUTE A GO-AROUND AND THE AIRCRAFT BECAME AIRBORNE, IT BECAME APPARENT THAT THE AIRCRAFT COULD NOT CLEAR RISING TERRAIN. THE PILOT CUT THE POWER AND LANDED INTO THE BRUSH.

Brief of Accident (Continued)

File No. - 2533

10/03/82

WICKENBURG,AZ

A/C Reg. No. N9474A

Time (Lcl) - 1400 MST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. GO-AROUND - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2552 10/03/82 PEORIA,AZ A/C Reg. No. N6319S Time (Lc1) - 1030 MST

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 045/005 KTS</p> <p>Visibility - 40.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</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>PEORIA,AZ</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>GLENDALE</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>STUDENT</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 19</p> <p>Make/Model- 19</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p>
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING TO THE RAMP THE AIRCRAFT'S LEFT WING STRUCK A CHAIN LINK FENCE CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2552

10/03/82

PEORIA, AZ

A/C Reg. No. N6319S

Time (Lcl) - 1030 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - FENCE

----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. - 2443 10/18/82 NEW RIVER, AZ A/C Reg. No. N9897L Time (Lcl) - 1745 MST

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

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

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

Make/Model	- GRUMMAN AMERICAN AA-1B	Eng Make/Model	- LYCOMING O-235-C2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1560	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 108 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SURPRISE, AZ
Completeness	- N/A	Destination
Basic Weather	- VMC	NEW RIVER, AZ
Wind Dir/Speed	- CALM	ATC/Airspace
Visibility	- 60.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- UNK/NR	- NONE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- VISUAL FULL CIRCUIT
		Airport Data
		PLEASANT VALLEY AIRPORT
		Runway Ident
		- 05L
		Runway Lth/Wid
		- 4000/ 158
		Runway Surface
		- DIRT
		Runway Status
		- DRY

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 996	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 7	Make/Model- UNK/NR	Last 30 Days- 0
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ENTERING THE TRAFFIC PATTERN, THE AIRCRAFT WAS OBSERVED IN A STEEP DESCENDING TURN FROM DOWNWIND TO FINAL APPROACH. A WITNESS REPORTED THAT THE PILOT KEPT INCREASING THE BANK, WHILE TURNING TO FINAL, AS IF TO KEEP FROM OVERSHOOTING THE FINAL APPROACH COURSE. THE WITNESS DID NOT SEE THE PLANE CRASH, BUT STATED THAT THE NOSE CAME UP, JUST BEFORE HE LOST SIGHT OF THE AIRCRAFT. HE REPORTED THAT THE ENGINE SOUNDED NORMAL PRIOR TO THE ACCIDENT. THE AIRCRAFT IMPACTED IN A NOSE DOWN ATTITUDE. TRANSVERSE SCRAPE MARKS WERE FOUND ON THE PROPELLER AND ONE BLADE WAS BENT FORWARD. A TEARDOWN OF THE ENGINE WAS MADE, BUT NO PREIMPACT FAILURES WERE EVIDENT.

Brief of Accident (Continued)

File No. - 2443

10/18/82

NEW RIVER, AZ

A/C Reg. No. N9897L

Time (Lc1) - 1745 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2481 10/21/82 DEER VALLEY, AZ A/C Reg. No. N1496M Time (Lcl) - 0652 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

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

ELT Installed/Activated - YES/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 - 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
DEER VALLEY, AZ
Destination

Airport Proximity
ON AIRPORT

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 56

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1478	Last 24 Hrs	- 0
Make/Model-	1450	Last 30 Days-	0
Instrument-	10	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

PILOT COULD NOT GET AIRCRAFT STARTED SO HE GOT OUT AND PULLED PROP. ENGINE STARTED AND WITH NO ONE ABOARD THE AIRCRAFT TAXIIED INTO TWO PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 2481

10/21/82

DEER VALLEY, AZ

A/C Reg. No. N1496M

Time (Lc1) - 0652 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2554 11/06/82 MARANA,AZ A/C Reg. No. N69199 Time (Lcl) - 1726 MST

-----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 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 - UNK/NR
Weather Radar - NO

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 030/005 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 16000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SCOTTSDALE,AZ
Destination
TWCSON,AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 25

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	161	Last 24 Hrs	-	2
Make/Model	-	74	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	11

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE THE AIRCRAFT RAN OUT OF FUEL PRIOR TO REACHING THE PILOT'S INTENDED POINT OF LANDING. THE PILOT ATTEMPTED A FORCED LANDING IN THE DESERT. RECORDS INDICATED THE AIRCRAFT HAD FLOWN ABOUT 5.3 HOURS SINCE IT WAS LAST REFUELED.

Brief of Accident (Continued)

File No. - 2554

11/06/82

MARANA,AZ

A/C Reg. No. N69199

Time (Lc1) - 1726 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. FLUID,FUEL - EXHAUSTION
-

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2544 11/13/82 LAKE CITY, CO A/C Reg. No. N4804D Time (Lcl) - 1820 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass 0

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

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-L
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 - RADIO
Completeness - PARTIAL, LMTD BY PILOT
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 - BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
LOVELAND, CO
Destination
MONTROSE, CO

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

N/A
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 - 39
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 630
Make/Model - 580
Instrument - 5
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 22

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CIRCUMNAVIGATING SNOW SHOWERS AT NIGHT IN MOUNTAINOUS TERRAIN THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING ON A HIGHWAY. THE ACFT STRUCK TREES ON A HILLSIDE THAT THE PLT HADN'T SEEN IN THE DARKNESS.

Brief of Accident (Continued)

File No. - 2544

11/13/82

LAKE CITY, CO

A/C Reg. No. N4804D

Time (Lc1) - 1820 MST

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

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - HIGH TERRAIN
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

Brief of Accident

File No. - 2519

2/13/82

GILROY, CA

A/C Reg. No. N8385D

Time (Lcl) - 1125 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

3

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - BEECH J35

Eng Make/Model - CONTINENTAL IO-470-C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 250 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 013/015 KTS

Visibility - 4.0 SM

Cloud Conditions(1st) - 3500 FT

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN JOSE, CA

Destination

LAS VEGAS, NV

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 - 40

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 164

Make/Model- 13

Instrument- 10

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ADVISED DURING THE WX BRIEFING THAT VFR FLIGHT WAS NOT RECOMMENDED ACROSS THE MOUNTAINS & THAT SAN JOSE WAS REPORTING 3,000 FT SCATTERED; 4,000 FT BROKEN; 9,000 FT OVERCAST WITH 10 MI VISIBILITY WITH LIGHT RAIN. APPROXIMATELY 36 MIN AFTER TAKEOFF THE ACFT WAS OBSERVED DESCENDING OUT OF THE CLOUDS & A WING HAD SEPARATED FROM THE ACFT. WITNESSES STATED THAT LIGHT RAIN & FOG EXISTED IN THE AREA AT THE TIME OF THE ACCIDENT. THE WRECKAGE WAS LOCATED IN MOUNTAINOUS TERRAIN & WAS SCATTERED OVER AN AREA APPROXIMATELY 1-1/2 MI IN DIAMETER. THE LEFT WING & BOTH STABILATORS HAD SEPARATED IN FLIGHT.

Brief of Accident (Continued)

File No. - 2519

2/13/82

GILROY, CA

A/C Reg. No. N8385D

Time (Lcl) - 1125 PST

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

Finding(s)

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

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

Finding(s)

4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. FLIGHT CONTROL, STABILATOR - OVERLOAD
8. FLIGHT CONTROL, STABILATOR - FAILURE, TOTAL
9. FLIGHT CONTROL, STABILATOR - SEPARATION
10. WING - OVERLOAD
11. WING - FAILURE, TOTAL
12. WING - SEPARATION
13. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

14. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,13

Factor(s) relating to this accident is/are finding(s) 1,2,7,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2449 3/22/82 NEAR BRIDEPORT, CA A/C Reg. No. N9829C Time (Lc1) - 1000 PST

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

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

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

Make/Model	- AEROSPATIALE SA316B	Eng Make/Model	- TURBOMECCA ARTOUSTE IIIB	ELT Installed/Activated	- YES/YES
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4630	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 858 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PRIVATE HELIPORT, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	VICTORIA PEAK, CA	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 6500 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8092
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 241
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 167
		Multi-Eng - 18
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 7666

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AFTER TAKING OFF IN A MOUNTAINOUS AREA, THE PILOT BEGAN CLIMBING IN UP-CURRENTS ON THE SIDE OF A CANYON. WHILE FOLLOWING A RIDGE AT ABOUT 100 FT AGL (11,000 FT MSL), HE HEARD A LOUD NOISE THAT WAS FOLLOWED BY A SHUDDER AND VIBRATIONS. THE HELICOPTER BEGAN DESCENDING RAPIDLY. THE PILOT TURNED TOWARD THE RIDGE AND THE HELICOPTER IMPACTED IN A SNOWFIELD. AN EXAMINATION REVEALED THAT THE OIL FILTER COVER OF THE GEAR BOX HAD SEPARATED. A TAPERED PIN WHICH WAS USED TO SECURE THE COVER HAD SHEARED FROM OVERLOAD. A DISASSEMBLY OF THE MAIN TRANSMISSION REVEALED THAT THE LOWER PLANETARY GEAR HAD FAILED FROM OIL STARVATION. ONLY 20 MM OF OIL WAS FOUND IN THE BOTTOM OF THE TRANSMISSION CASE.

Brief of Accident (Continued)

File No. - 2449

3/22/82

NEAR BRIDEPOR,CA

A/C Reg. No. N9829C

Time (Lc1) - 1000 PST

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

Finding(s)

1. LUBRICATING SYSTEM - OVERLOAD
2. INSTALLATION - IMPROPER -
3. FLUID,OIL - EXHAUSTION
4. ROTOR DRIVE SYSTEM,MAIN GEAR BOX/TRANSMISSION - FAILURE,TOTAL

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

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2456 5/17/82 NEAR MT. SHASTA, CA A/C Reg. No. N9715L Time (Lcl) - 1315 PDT

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

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

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

Make/Model	- BEECH A24R	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/012 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</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>REDDING, CA</p> <p>Destination</p> <p>GRANTS PASS, OR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 208
SE LAND	Months Since - 32	Make/Model- 115
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- 5
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT ORIGINATED AT RENO, NV, BUT THE PILOT LANDED AT RED BLUFF, CA AFTER RECEIVING AN IN-FLIGHT WEATHER BRIEFING. AFTER LANDING, HE OBTAINED ANOTHER WEATHER BRIEFING AND WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. HE THEN FILED A VFR FLIGHT PLAN AFTER REPORTING THAT THE PASSENGERS WERE ANXIOUS TO GET HOME, OTHERWISE HE WOULD STAY. THE FLIGHT PLAN WAS FILED FOR 8500 FT. THERE WERE NO KNOWN COMMUNICATIONS WITH THE AIRCRAFT AFTER THE PILOT ACTIVATED HIS FLIGHT PLAN. THE PLANE COLLIDED WITH TREES AND CRASHED ON DOWNSLOPING TERRAIN ABOUT 12 MI NORTHEAST OF MT SHASTA. THE IMPACT OCCURRED ON A SOUTHERLY HEADING AT ABOUT 7000 FT MSL. ACCORDING TO A WEATHER STUDY, THERE WOULD HAVE BEEN EXTENSIVE CLOUDS BETWEEN 5500 AND 10,000 FT WITH SCATTERED RAIN SHOWERS. ALSO, THERE WOULD HAVE BEEN MIXED RIME AND CLEAR ICING IN CLOUDS AND RAIN SHOWERS ABOVE APPROXIMATELY 6300 FT AND TURBULENCE WAS FORECASTED BELOW 18,000 FT.

Brief of Accident (Continued)

File No. - 2456

5/17/82

NEAR MT. SHASTA,CA

A/C Reg. No. N9715L

Time (Lcl) - 1315 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - TURBULENCE
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - ICING CONDITIONS
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 6. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 8. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

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

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 10. TERRAIN CONDITION - HIGH TERRAIN
 11. OBJECT - TREE(S)
-

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2459 7/27/82 MORGAN HILL, CA A/C Reg. No. N20100 Time (Lcl) - 1930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
DESTROYED	2	0	0	0
Fire	0	0	0	0
NONE	0	0	0	2

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -CRUISE

Fire

NONE

Crew

Pass

Other

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

Make/Model - CESSNA 172M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/008 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN JOSE, CA

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3354

Make/Model- UNK/NR

Instrument- 126

Multi-Eng - 64

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 152, N5090Q AND A CESSNA 172, N20100 COLLIDED IN FLIGHT WHILE THE AIRCREWS OF BOTH AIRCRAFT WERE ON LOCAL DUAL INSTRUCTIONAL FLIGHTS. THE STUDENT IN THE CESSNA 152 WAS PRACTICING A RECOVERY FROM AN UNUSUAL ATTITUDE AFTER THE INSTRUCTOR (IP) PUT THE PLANE IN A LEFT DESCENDING TURN. THE STUDENT HAD HIS HEAD DOWN WHILE THE IP WAS POSITIONING THE AIRCRAFT. AS THE RIGHT WING CAME DOWN DURING THE RECOVERY, THE IP SAW THE CESSNA 172 ON A COLLISION COURSE, BUT DID NOT HAVE TIME TO AVOID A COLLISION. THE CESSNA 172 HAD PREVIOUSLY BEEN MANEUVERING AND CHANGING DIRECTIONS, BUT HAD BEEN ON THE SAME HEADING FOR ABOUT 1 MIN PRIOR TO IMPACT. THE PLANES CONVERGED ON ONE ANOTHER FROM A QUARTERING HEAD-ON DIRECTION AT ABOUT 3000 FT. AFTER THE COLLISION, THE IP OF THE CESSNA 152 TOOK CONTROL OF HIS AIRCRAFT AND MADE A SUCCESSFUL LANDING IN AN OPEN FIELD, BUT THE CESSNA 172 CRASHED.

Brief of Accident (Continued)

File No. - 2459

7/27/82

MORGAN HILL, CA

A/C Reg. No. N20100

Time (Lc1) - 1930 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation 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. - 2459 7/27/82 MORGAN HILL,CA A/C Reg. No. N50900 Time (Lcl) - 1930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire	Crew	0
NONE	Pass	0
	Other	2

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C.

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - RADIO

Completeness - SELF

Basic Weather - VMC

Wind Dir/Speed- 290/008 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN JOSE,CA

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 907

Make/Model- 617

Instrument- 81

Multi-Eng - 16

Last 24 Hrs - 3

Last 30 Days- 57

Last 90 Days- 187

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 152, N50900 AND A CESSNA 172, N20100 COLLIDED IN FLIGHT WHILE THE AIRCREWS OF BOTH AIRCRAFT WERE ON LOCAL DUAL INSTRUCTIONAL FLIGHTS. THE STUDENT IN THE CESSNA 152 WAS PRACTICING A RECOVERY FROM AN UNUSUAL ATTITUDE AFTER THE INSTRUCTOR (IP) PUT THE PLANE IN A LEFT DESCENDING TURN. THE STUDENT HAD HIS HEAD DOWN WHILE THE IP WAS POSITIONING THE AIRCRAFT. AS THE RIGHT WING CAME DOWN DURING THE RECOVERY, THE IP SAW THE CESSNA 172 ON A COLLISION COURSE, BUT DID NOT HAVE TIME TO AVOID A COLLISION. THE CESSNA 172 HAD PREVIOUSLY BEEN MANEUVERING AND CHANGING DIRECTIONS, BUT HAD BEEN ON THE SAME HEADING FOR ABOUT 1 MIN PRIOR TO IMPACT. THE PLANES CONVERGED ON ONE ANOTHER FROM A QUARTERING HEAD-ON DIRECTION AT ABOUT 3000 FT. AFTER THE COLLISION, THE IP OF THE CESSNA 152 TOOK CONTROL OF HIS AIRCRAFT AND MADE A SUCCESSFUL LANDING IN AN OPEN FIELD, BUT THE CESSNA 172 CRASHED.

Brief of Accident (Continued)

File No. - 2459

7/27/82

MORGAN HILL, CA

A/C Reg. No. N5090Q

Time (Lcl) - 1930 PDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2410 8/01/82 SCOTTS VALLEY, CA A/C Reg. No. N61861 Time (Lcl) - 1625 PDT

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

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

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

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AE10-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1580	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA CRUZ, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 20752
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 402
		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-----

WHILE PERFORMING IN AN AEROBATIC SHOW, THE PILOT ENTERED A SPIN. ACCORDING TO A WITNESS, HE ENTERED THE SPIN AT ABOUT 2000 FT AGL AND MADE APPROXIMATELY 5 TURNS BEFORE STARTING A RECOVERY AT ABOUT 500 FT AGL. HE STOPPED THE SPIN, BUT THERE WAS INSUFFICIENT ALTITUDE TO PULL OUT. THE AIRCRAFT STRUCK A HILL, CARTWHEELED AND CAME TO REST, INVERTED, IN A SMALL RESERVOIR. IT THEN FLOATED TOWARD THE CENTER OF THE RESERVOIR AND SANK IN ABOUT 7 FT OF WATER. AN INSPECTION OF THE WRECKAGE REVEALED NO EVIDENCE OF AN IN-FLIGHT STRUCTURAL FAILURE OR CONTROL PROBLEM.

Brief of Accident (Continued)

File No. - 2410

8/01/82

SCOTTS VALLEY, CA

A/C Reg. No. N61861

Time (Lc1) - 1625 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2418 8/02/82 LOS ANGELES, CA A/C Reg. No. N63572 Time (Lcl) - 1655 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	LONG BEACH, CA	
Completeness	- N/A	Destination	
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 225/010 KTS	Runway Ident	- N/A
Visibility	- 6.0 SM	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- 2500 FT SCATTERED	Runway Surface	- N/A
Cloud Conditions(2nd)	- NONE	Runway Status	- N/A
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 1400
SE LAND,ME LAND	Months Since - 8	Make/Model	- 50
	Aircraft Type - UNK/NR	Instrument	- 162
		Multi-Eng	- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS DOING TRAFFIC REPORTING WHEN THE ENGINE FAILED. THE PILOT SELECTED A PLACE FOR A FORCED LANDING. DURING THE LANDING, THE AIRCRAFT BOUNCED OUT OF THIS LOT, WENT OVER SOME BUILDINGS, THEN TOUCHED DOWN INTO AN ATHLETIC FIELD. DURING A SHORT ROLLOUT, THE AIRCRAFT COLLIDED WITH A FENCE AND FLIPPED INVERTED. AN EXAMINATION OF THE ENGINE REVEALED THAT THE HEAD OF THE NO. 1 EXHAUST VALVE AND A PIECE OF THE NO. 1 INTAKE VALVE HAD FAILED AND SEPARATED, AND THE NO. 1 PISTON WAS DAMAGED. THE PIECES OF THE VALVES WERE FOUND IN THE MUFFLER.

Brief of Accident (Continued)

File No. - 2418

8/02/82

LOS ANGELES, CA

A/C Reg. No. N63572

Time (Lc1) - 1655 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

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

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD

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

Finding(s)

3. OBJECT - FENCE

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2411 9/26/82 BELDEN,CA A/C Reg. No. N5196G Time (Lcl) - 1730 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -SEARCH AND RESCUE
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

2

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 9000 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

QUINCY 20L,CA

Destination

BELDEN,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 - 38

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 853

Make/Model- 148

Instrument- UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SEARCH MISSION, THE SUBJECT AIRCRAFT WAS SEEN TO TURN, THEN APPARENTLY SLOW OR PAUSE AND THEN DISAPPEAR INVERTED INTO HIGH TREES AT THE 4600 FOOT LEVEL. PARTS OF THE AIRCRAFT BEING SEARCHED FOR WERE ONLY 300 FEET FROM THE CRASH OF THE SUBJECT AIRCRAFT. THE AIRCRAFT WAS DESTROYED BY POST-IMPACT FIRE.

Brief of Accident (Continued)

File No. - 2411

9/26/82

BELDEN, CA

A/C Reg. No. N5196G

Time (Lc1) - 1730 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2532 10/02/82 PALM SPRINGS, CA A/C Reg. No. N7537R Time (Lcl) - 1158 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

MINOR

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

1

-----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-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 75.0 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
SAN DIEGO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PALM SPRINGS
Runway Ident - 12
Runway Lth/Wid - 700/ 150
Runway Surface - CONCRETE
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 159 Last 24 Hrs - 1
Make/Model- 159 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE AIRCRAFT'S LEFT WING STRUCK THE NOSE OF A CESSNA 337, N547SE, WHICH SPUN TO THE LEFT AND DAMAGED A PIPER PA-28, N8163E. THE PILOT STATED THAT THE CESSNA 337 WAS 3 1/2 FEET BEYOND ALIGNMENT WITH OTHER AIRCRAFT AND EXTENDED INTO THE TAXIWAY.

Brief of Accident (Continued)

File No. - 2532

10/02/82

PALM SPRINGS, CA

A/C Reg. No. N7537R

Time (Lcl) - 1158 PDT

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

Finding(s)

1. VISUAL SEPARATION - MISJUDGED - PILOT IN COMMAND
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2448 10/03/82 EL MIRAGE,CA A/C Reg. No. N87DS Time (Lcl) - 1645 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - COUGAR A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1660
No. of Seats - 2

Eng Make/Model - FRANKLIN SPORT 4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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 - 250/005 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL MIRAGE,CA
Destination
COMPTON,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

EL MIRAGE
Runway Ident - 25
Runway Lth/Wid - 3700/ 80
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 208 Last 24 Hrs - 2
Make/Model - 112 Last 30 Days - 2
Instrument - 0 Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ENGINE LOST POWER. THE PILOT MADE A FORCED LANDING ON THE DESERT. THE AIRCRAFT ENCOUNTERED SAND AND NOSED OVER. THE HOMEBUILT AIRCRAFT HAD A COMMON BRACKET FOR THROTTLE AND MIXTURE. ADVANCING THE THROTTLE WOULD LEANED THE MIXTURE.

Brief of Accident (Continued)

File No. - 2448

10/03/82

EL MIRAGE,CA

A/C Reg. No. N87DS

Time (Lcl) - 1645 PDT

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

Finding(s)

1. THROTTLE/POWER LEVER - BINDING(MECHANICAL)
 2. MIXTURE CONTROL - BINDING(MECHANICAL)
 3. MIXTURE CONTROL - OTHER
 4. FLUID,FUEL - STARVATION
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
-

----Probable Cause----

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

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. - 2420 10/04/82 MARYSVILLE,CA A/C Reg. No. N28509 Time (Lcl) - 1507 PDT

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

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

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

Make/Model - FAIRCHILD 24	Eng Make/Model - FAIRCHILD 410	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WOODLAND,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARYSVILLE,CA	YUBA COUNTY
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 566
SE LAND	Months Since - 60	Make/Model- 360
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT GROUNDLOOPEED DURING LANDING. THE PILOT SAID THE RIGHT BRAKE GRABBED AND SWERVED THE AIRCRAFT. AN INVESTIGAITION REVEALED NO MALFUNCTION.

Brief of Accident (Continued)

File No. - 2420

10/04/82

MARYSVILLE,CA

A/C Reg. No. N28509

Time (Lc1) - 1507 PDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2518 10/10/82 GUALALA, CA A/C Reg. No. N29150 Time (Lcl) - 1625 PST

-----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
Accident Occurred During	-TAKEOFF	NONE	Pass	0	0	0
			Other	0	0	0
						1
						1
						2

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>PALA ALTO, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>OCEAN RIDGE</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 2600/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 88</p> <p>Make/Model- 15</p> <p>Instrument- 2</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 14</p>
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Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 172, N29150, & PIPER PA-28, N8465Y, WERE BOTH DEPARTING FROM A PVT, UNCTLD ARPT AT THE SAME TIME, BUT FROM OPPOSITE DRCTNS ON THE SAME RWY. THE RWY WAS CROWNED IN THE CENTER WHICH PREVENTED LINE-OF-SIGHT TO ACFT ON OPPOSITE ENDS. EACH PLT STATED THAT HE MADE THE APPROPRIATE RADIO CALLS ON THE UNICOM FREQ BFR STARTING TKOF. DRG THEIR TKOF ROLLS, THEY APCHD EACH OTHER NEAR THE MID PART OF THE RWY. THE CESSNA PLT STATED HE MNVRD TO THE RGT WHILE THE PIPER REMAINED IN THE CENTER OF THE RWY. THE PIPER PLT STATED HE SWERVED RIGHT, BUT THAT THE CESSNA WENT LFT, THEN RGT, THEN LFT AGAIN, & FINALLY HE PULLED UP TO AVOID A COLLISION. AS THE ACFT PASSED, THE LFT WING TIPS COLLIDED. THE OCCUPANTS OF THE PIPER HAD 32 BAGS OF MARIJUANA IN THEIR POSSESSION. THE CESSNA PLT, AN MD, STATED THE PIPER PLT HAD DILATED PUPILS, FACIAL SWEATING, TREMULOUS HANDS, TELEGRAPHED SPEECH, DIAPHORETIC APPEARANCE & SHOWED GENERAL AGGITATION.

Brief of Accident (Continued)

File No. - 2518

10/10/82

GUALALA, CA

A/C Reg. No. N29150

Time (Lcl) - 1625 PST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2518

10/10/82

GUALALA,CA

A/C Reg. No. N8465Y

Time (Lcl) - 1625 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL TSIO-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRPORT

Airport Data

OCEAN RIDGE
Runway Ident - 13
Runway Lth/Wid - 2600/ 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)
PRIVATE
SE LAND

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	393	Last 24 Hrs -	1
Make/Model-	121		Last 30 Days-	UNK/NR
Instrument-	5		Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 172, N29150, & PIPER PA-28, N8465Y, WERE BOTH DEPARTING FROM A PVT, UNCTLD ARPT AT THE SAME TIME, BUT FROM OPPOSITE DRCTNS ON THE SAME RWY. TH RWY WAS CROWNED IN THE CENTER WHICH PREVENTED LINE-OF-SIGHT TO ACFT ON OPPOSITE ENDS. EACH PLT STATED THAT HE MADE THE APPROPRIATE RADIO CALLS ON THE UNICM FREQ BFR STARTING TKOF. DRG THEIR TKOF ROLLS, THEY APCHD EACH OTHER NEAR THE MID PART OF THE RWY. THE CESSNA PLT STATED HE MNVRD TO THE RGT WHILE THE PIPER REMAINED IN THE CENTER OF THE RWY. THE PIPER PLT STATED HE SWERVED RIGHT, BUT THAT THE CESSNA WENT LFT, THEN RGT, THEN LFT AGAIN, & FINALLY HE PULLED UP TO AVOID A COLLISION. AS THE ACFT PASSED, THE LFT WING TIPS COLLIDED. THE OCCUPANTS OF THE PIPER HAD 32 BAGS OF MARIJUANA IN THEIR POSSESSION. THE CESSNA PLT, AN MD, STATED THE PIPER PLT HAD DILATED PUPILS, FACIAL SWEATING, TREMULOUS HANDS, TELEGRAPHED SPEECH, DIAPHORETIC APPEARANCE & SHOWED GENERAL AGGITATION.

Brief of Accident (Continued)

File No. - 2518

10/10/82

GUALALA,CA

A/C Reg. No. N8465Y

Time (Lc1) - 1625 PST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 5. PULL-UP - INADEQUATE - PILOT IN COMMAND
 6. 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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2421 10/10/82 FT. BRAGG, CA A/C Reg. No. N56772 Time (Lcl) - 1350 PDT

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

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

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

Make/Model - BOEING A75	Eng Make/Model - P & W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		VIRGIN CREEK
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000/ 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 986
SE LAND	Months Since - 8	Make/Model- 195
	Aircraft Type - UNK/NR	Instrument- 51
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS LONG AND FAST ON HIS LANDING APPROACH, SO HE DECIDED TO GO AROUND. DUE TO A NOISE SENSITIVITY PROBLEM IN THE AREA, HE ELECTED NOT TO USE FULL THROTTLE. SUBSEQUENTLY, THE AIRCRAFT HIT THE TOPS OF TREES AT THE END OF THE RUNWAY. AFTER HITTING THE TREES, THE AIRCRAFT BEGAN TO SETTLE, THEN HIT ADDITIONAL TREES, A FENCE AND TELEPHONE LINE.

Brief of Accident (Continued)

File No. - 2421

10/10/82

FT. BRAGG, CA

A/C Reg. No. N56772

Time (Lc1) - 1350 PDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION
7. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2445

10/13/82

REDLANDS,CA

A/C Reg. No. N8256H

Time (Lc1) - 1630 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

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

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/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2325

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/007 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRSTRIP

Airport Data

REDLANDS MUNICIPAL

Runway Ident - 26

Runway Lth/Wid - 4500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Age - 52

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 21

Last 24 Hrs - 1

Months Since - N/A

Make/Model- 21

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 2

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT HE LANDED IN A CROSSWIND WITH GUST UP TO 15 KTS AND OVERCORRECTED FOR A SWERVE. THE AIRCRAFT SWERVED OFF THE RUNWAY AND WAS DAMAGED WHEN IT ENCOUNTERED MOUNDS OF DIRT AND ROCKS WHERE CONSTRUCTION WAS UNDERWAY ON THE AIRFIELD.

Brief of Accident (Continued)

File No. - 2445

10/13/82

REDLANDS, CA

A/C Reg. No. N8256H

Time (Lcl) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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 LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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. - 2442 10/26/82 LINDEN,CA A/C Reg. No. N5236C Time (Lcl) - 2037 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - BEECH B35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
BAKERSFIELD AIR PARK,CA
Destination
MODESTO,CA

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 - 48
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

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

Total	- 1550	Last 24 Hrs -	25
Make/Model-	75	Last 30 Days-	50
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE LOST POWER DURING A NIGHT CROSS-COUNTRY. THE PILOT WAS FORCED TO LAND IN A GROVE OF YOUNG WALNUT TREES. THE AIRCRAFT HIT WITH ONE WING LOW AND SPUN AROUND. ALL MOTION STOPPED IN A VERY SHORT DISTANCE. AN EXAMINATION REVEALED THAT BOTH FUEL TANKS WERE EMPTY. THE PILOT STATED THAT THE LEFT FUEL GAUGE INDICATED THAT THE TANK WAS 1/3 FULL WHEN THE ENGINE LOST POWER.

Brief of Accident (Continued)

File No. - 2442

10/26/82

LINDEN, CA

A/C Reg. No. N5236C

Time (Lc1) - 2037 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2473 10/28/82 DELANO, CA A/C Reg. No. N15FC Time (Lcl) - 1600 PDT

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

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

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T53L11D	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8482	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 2	Rated Power - 1100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DELANO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	
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)
	Current - YES	Total - 5446
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 3000
		Last 30 Days- UNK/NR
		Last 90 Days- 191
		Rotorcraft - 5406
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING A HELICOPTER SPRAY RUN AND DECENDED INTO TREES ON TH IRST PASS AFTER RELOADING. HE GOT A LOW RPM LIGHT IN A REDUCED POWER SITUATION. NO MALFUNCTIONS WERE FOUND. THE PILOT HAD MADE 34 SIMILIAR OPERATIONS DURING THIS SCHEDULE.

Brief of Accident (Continued)

File No. - 2473

10/28/82

DELAND, CA

A/C Reg. No. N15FC

Time (Lc1) - 1600 PDT

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
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. - 2559 10/30/82 PANOCHÉ, CA A/C Reg. No. N5223J Time (Lcl) - 0045 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TAFT, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAN JOSE, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 850 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 2	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 4
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

AT 1615 ON 10/29 THE PLT OBTAINED A FSS WX BRIEFING & FILED A VFR FLT PLAN TO TAFT. THE PLT WAS ADVISED HIS TRIP WOULD BE IN VFR CONDITIONS TO TAFT, BUT THE WX WOULD DETERIORATE INTO THUNDERSTORMS ALONG HIS ROUTE AS THE EVENING PROGRESSED. THE ACFT ARRIVED IN TAFT AT APPROXIMATELY 1745. THE ACFT TOOK OFF AT APPROXIMATELY 2330 FOR THE RETURN FLT TO SAN JOSE. A WITNESS OBSERVED THE ACFT FLYING ERRATICALLY OVER THE DIABLO MOUNTAIN RANGE & THEY WATCHED THE LIGHTS OF THE ACFT IMPACT THE MOUNTAIN TOP.

Brief of Accident (Continued)

File No. - 2559

10/30/82

PANOCHE,CA

A/C Reg. No. N5223J

Time (Lc1) - 0045 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. TERRAIN CONDITION - HIGH TERRAIN
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2576 11/02/82 LOS ANGELES, CA A/C Reg. No. N7280X Time (Lcl) - 1850 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - CESSNA 150B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/004 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 25000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
WATSONVILLE, CA
Destination
SANTA MONICA, 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 - 50
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 1185	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-----

ACCORDING TO THE PILOT, THE AIRCRAFT DEPARTED ON A CROSS-COUNTRY FLIGHT WITH PARTIALLY FILLED FUEL TANKS. ENROUTE, OVER THE SANTA MONICA MOUNTAINS THE ENGINE QUIT FROM FUEL EXHAUSTION. AFTER HITTING A HIGHWAY SIGN DURING THE APPROACH, THE AIRCRAFT LANDED ON TOP OF AN AUTOMOBILE ON THE SAN DIEGO FREEWAY. THE AIRCRAFT HAD BEEN IN THE AIR APPROXIMATELY TWO HOURS AND TWENTY MINUTES PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2576

11/02/82

LOS ANGELES, CA

A/C Reg. No. N7280X

Time (Lc1) - 1850 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. OBJECT - VEHICLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2577 11/05/82 SAN FRANCISCO, CA A/C Reg. No. N65SA Time (Lcl) - 1801 PST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF			0	0	2	0

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

Make/Model	- SWEARINGEN SA-226TC	Eng Make/Model	- AIRESEARCH 3313UV303G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 20	Rated Power	- 940 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SACRAMENTO, CA	SAN FRANCISCO INTERN.
Wind Dir/Speed - 290/014 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10600/ 200
Cloud Conditions(1st) - UNK/NR	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4680
ME LAND	Months Since - 2	Make/Model - 620
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLIGHT 238. WAS CLEARED FOR TAKEOFF FROM RUNWAY 28L AT SAN FRANCISCO INTL AIRPORT. WHILE ACCELERATING THROUGH V2 WITH THE GEAR IN UPWARD TRANSIT AT APPROXIMATELY 50 FEET AGL, THE RED LEFT ENGINE FIRE WARNING LIGHT ILLUMINATED. THE FLIGHT CREW ELECTED TO ABORT AND THE AIRCRAFT WAS LANDED STRAIGHT AHEAD ON THE RUNWAY. THE LANDING GEAR DID NOT EXTEND IN TIME AND THE AIRCRAFT IMPACTED THE RUNWAY.

Brief of Accident (Continued)

File No. - 2577

11/05/82

SAN FRANCISCO, CA

A/C Reg. No. N65SA

Time (Lcl) - 1801 PST

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

Finding(s)

1. ENGINE INSTRUMENTS, EGT GAUGE - FALSE INDICATION
 2. UNDETERMINED
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

4. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
 5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2586

3/15/82

GUNNISON,CO

A/C Reg. No. N12JP

Time (Lcl) - 1555 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-31P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7800
No. of Seats - 7

Eng Make/Model - LYCOMING TIGO-541-E1A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 425 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD. SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 010/004 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 3000 FT
Cloud Conditions(2nd) - 5500 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GUNNISON,CO
Destination
ADDISON,TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GUNNISON COUNTY
Runway Ident - 24
Runway Lth/Wid - 7198/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - VISUAL STRAIGHT-IN

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- 365

Instrument- 700

Multi-Eng - 600

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE TO ADDISON, TX, THE PILOT NOTICED A FLUCTUATION IN THE ENGINE EXHAUST GAS TEMPERATURE GAUGE, FOLLOWED BY THE TACHOMETER DROPPING TO ZERO. THE PILOT ALSO OBSERVED SMOKE EMANATING FROM THE ENGINE NACELLE AND PROCEEDED TO SECURE THE ENGINE AND FEATHER THE PROPELLER AND ACCOMPLISH A SUCCESSFUL EMERGENCY LANDING. FURTHER EXAMINATION DISCLOSED TWO BLOW-OUT HOLES IN THE LOWER AREA OF THE TRANSITION TUBE ASSEMBLY THAT ALLOWED HOT ENGINE EXHAUST TO ESCAPE INTO THE ENGINE COMPARTMENT. THE OVERBOARD EXHAUST PIPE CLAMPS, COWL FLAP MOTOR AND ACTUATING ROD WERE DAMAGED BY FIRE AND FELL FROM THE AIRCRAFT WHILE IN FLIGHT.

Brief of Accident (Continued)

File No. - 2586

3/15/82

GUNNISON, CO

A/C Reg. No. N12JP

Time (Lc1) - 1555 MST

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

Finding(s)

1. ENGINE INSTRUMENTS, EGT GAUGE - FLUCTUATING
 2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
 3. ENGINE INSTRUMENTS, TACHOMETER - IMPROPER
 4. NACELLE/PYLON, MAIN FRAME - SMOKE
-

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

5. EXHAUST SYSTEM, TERMINAL - BURST
 6. EXHAUST SYSTEM, CLAMP - OVERTEMPERATURE
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2558 4/18/82 PARKER, CO A/C Reg. No. N6859A Time (Lcl) - 1257 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 210/007 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 12000 FT BROKEN
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 - TOWER
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ARAPAHOE COUNTY
Runway Ident - 16
Runway Lth/Wid - 8502/ 101
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 372
Last 24 Hrs - 4
Make/Model- 125
Last 30 Days- UNK/NR
Instrument- 7
Last 90 Days- 7
Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 150 FT AGL & BEYOND THE RWY DEPARTURE END THE ENG LOST POWER. THE ACFT IMPACTED AN EMBANKMENT DURING THE ATTEMPT TO RETURN TO THE ARPT. ENG EXAM REVEALED THAT THE #1 CYLINDER PISTON COMPRESSION RING WAS BROKEN CORRESPONDING TO GROOVES ON THE CYLINDER. THE CONROD BEARING WAS DESTROYED. THE CRANKSHAFT NEXT TO THE BEARING BORE EVIDENCE OF BURNISHING & SOME BLUING OR HEAT DAMAGE. A FLT IN THIS ACFT WAS TERMINATE AFTER 1 HR ON 3/27 DUE TO LOW OIL PRESSURE & SMOKE IN THE COCKPIT. A LARGE AMOUNT OF OIL WAS FOUND AROUND THE ENG & FUSELAGE. 5 QTS OF OIL WERE ADDED. THE ACFT HAD FLOWN 0.6 HR PRIOR TO THE ACCIDENT FLT. THIS FLT WAS TERMINATED DUE TO UNUSUAL ENG NOISES & A DECREASE IN RPM. THE PLT WROTE A NOTE DESCRIBING THE ENG PROBLEM & PLACED THE NOTE ON THE LEFT SEAT OF THE COCKPIT. NEITHER PLT IN THIS ACCIDENT RECALLED SEEING ANY NOTE IN THE ACFT DURING PREFLIGHT.

Brief of Accident (Continued)

File No. - 2558

4/18/82

PARKER,CO

A/C Reg. No. N6859A

Time (Lcl) - 1257 MST

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

Finding(s)

1. ENGINE ASSEMBLY,RING - FAILURE,PARTIAL
2. FLUID,OIL - STARVATION
3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
4. INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
5. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
6. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - COMPANY/OPERATOR MGMT

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)

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2478

6/25/82

LAMAR,CO

A/C Reg. No. N730V

Time (Lcl) - 1830 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - GRUMMAN G-164

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P & W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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- 090/031 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 18

Runway Lth/Wid - 3900 -UNK/NR

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)

COMMERCIAL

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 429

Make/Model- 92

Instrument- 10

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED IN 90 DEGREE CROSSWIND OF 31-40 KTS AND GROUNDLOOPED INTO SOFT TERRAIN WHERE HE NOSED OVER.

Brief of Accident (Continued)

File No. - 2478

6/25/82

LAMAR, CO

A/C Reg. No. N730V

Time (Lc1) - 1830 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WRONG RUNWAY - SELECTED - 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) 1,2

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. - 2480 8/15/82 5NM COLORADO SPRINGS,CO A/C Reg. No. N2292T Time (Lcl) - 2230 MDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3H	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 - UNK/NR
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MCCOOK,NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COLORADO SPRINGS,CO	COLORADO SPRINGS MUNI.
Wind Dir/Speed- 360/002 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 100.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 11013/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 129
SE LAND	Months Since - UNK/NR	Make/Model- 82
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 6
		Last 30 Days- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ON A CROSS-COUNTRY LANDED AFTER 2.4 HRS. NO REFUELING CREW WAS FOUND SO HE MEASURED 15 GALS INTO EACH TANK FOR ABOUT 25 GALS EACH. THE NEXT LEG WAS 3.5 HOURS. AT 3.3 HRS BOTH TANKS WERE OUT OF USEABLE FUEL 6 MILES FROM THE DESTINATION. A FORCED LANDING WAS MADE AT NIGHT IN AN OPEN ROUGH FIELD AND THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2480

8/15/82

5NM COLORADO SPRINGS,CO

A/C Reg. No. N2292T

Time (Lcl) - 2230 MDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. LANDING GEAR - FAILURE,TOTAL
7. LANDING GEAR - OVERLOAD

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

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

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

Brief of Accident

Time (Lc1) - 1700 MDT

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

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

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

Type Apch/Lndg - VISUAL STRAIGHT-IN

Last 90 Days- 11

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Brief of Accident (Continued)

File No. - 2557

8/18/82

ENGLEWOOD, CO

A/C Reg. No. N16541

Time (Lc1) - 1700 MDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

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. - 2561 8/21/82 PALISADE,CO A/C Reg. No. N18906 Time (Lcl) - 0945 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH C24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2758
No. of Seats - 4

Eng Make/Model - LYCOMING IO-36A-1B6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 2 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) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
APA,CO
Destination
GJT,CO

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)
COMMERCIAL,CFI
SE LAND,ME 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	- 521	Last 24 Hrs	- 3
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	68	Last 90 Days-	4
Multi-Eng	- 31		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE FLIGHT DEPARTED THE ARAPAHOE AIRPORT WITH THE FUEL TANKS HALF FULL BECAUSE OF PASSENGER LOAD FACTOR. AS THE AIRCRAFT APPROACHED WITHIN 45 MILES OF THE DESTINATION AIRPORT, THE PILOT SWITCHED FROM THE RIGHT FUEL TANK TO THE LEFT FUEL TANK. A FEW MINUTES LATER, THE ENGINE BEGAN TO QUIT AND HE SWITCHED BACK TO THE RIGHT TANK. AT THIS TIME, HE NOTICED THE FUEL CAP TO THE LEFT WING FUEL TANK WAS MISSING. THE AIRCRAFT RAN OUT OF FUEL A SHORT TIME LATER AND THE PILOT ATTEMPTED AN EMERGENCY LANDING ON INTERSTATE 70. DURING THE LANDING THE AIRCRAFT CONTACTED A GUARD RAIL WHEN THE PILOT SWERVED TO AVOID ONCOMING HIGHWAY TRAFFIC.

Brief of Accident (Continued)

File No. - 2561

8/21/82

PALISADE, CO

A/C Reg. No. N18906

Time (Lc1) - 0945 MDT

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

Finding(s)

1. FUEL SYSTEM, CAP - LOSS, TOTAL
 2. IN-FLIGHT PLANNING/DECISION - INATTENTIVE - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - INADEQUATE - 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 - FENCE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2597 9/04/82 CASTLEROCK,CO A/C Reg. No. N3286T Time (Lcl) - 1635 T

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360-A2F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	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	,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	,CO	
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 45.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 986
SE LAND,ME LAND	Months Since - 12	Make/Model- 475
	Aircraft Type - UNK/NR	Instrument- 67
		Multi-Eng - 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A FLIGHT TO ENGLEWOOD, CO, THE AIRCRAFT'S ENGINE STOPPED RUNNING AND THE PILOT MADE A FORCED LANDING ON THE NORTHBOUND LANE OF INTERSTATE 25 AT CASTLE ROCK. INVESTIGATION REVEALED THERE WAS NO FUEL IN THE AIRCRAFT'S FUEL TANKS.

Brief of Accident (Continued)

File No. - 2597

9/04/82

CASTLEROCK,CO

A/C Reg. No. N3286T

Time (Lcl) - 1635 T

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - 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)

5. OBJECT - OBJECT
 6. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2435 9/10/82 PAGOSA SPRINGS, CO A/C Reg. No. N123EZ Time (Lcl) - 1500 MDT

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

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

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

Make/Model	- VARI-EZE	Eng Make/Model	- CONTINENTAL D-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 60.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>BOULDER, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>STEVENS FIELD</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 5600/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - VARIEZE</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1451</p> <p>Make/Model- 271</p> <p>Instrument- 315</p> <p>Multi-Eng - 815</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) - AIRPLANE

-----Narrative-----

DUE TO AN APPROACHING THUNDERSTORM FROM THE WEST, THE PILOT ELECTED TO MAKE A TAKEOFF ON RUNWAY 04 WITH A QUARTERING TAIL WIND. THE SURFACE WAS WET AND THERE WAS ABOUT A 20 FT RISE IN THE LAST HALF OF THE RUNWAY. THE RUNWAY WAS 5600 FT LONG, BUT ITS ELEVATION WAS 7674 FT AND THE TEMPERATURE WAS 65 DEG. THE PILOT STATED THAT WHEN HE WAS AT ABOUT MID-FIELD DURING THE TAKEOFF, HE HAD ACCELERATED TO 60 KTS, BUT THE HILL AT THE EAST END WOULD HAVE MADE IT DIFFICULT TO FLY OFF, SO HE DECIDED TO ABORT. HE WAS UNABLE TO STOP ON THE REMAINING WET RUNWAY. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT WENT THROUGH A FENCE AND DOWN A ROCKY SLOPE.

Brief of Accident (Continued)

File No. - 2435

9/10/82

PAGOSA SPRINGS, CO

A/C Reg. No. N123EZ

Time (Lcl) - 1500 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - TAILWIND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

7. OBJECT - FENCE

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

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2547 10/26/82 ERIE, CO A/C Reg. No. N21SH Time (Lcl) - 1730 MDT

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

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

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

Make/Model	- J.A.MULLAN DRAGONFLY	Eng Make/Model	- VOLKSWAGEN 1835CC	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1075	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 2	Rated Power	- 55 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		TRI-COUNTY
Wind Dir/Speed-	UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 33
Cloud Conditions(1st)	- UNK/NR	Type of Clearance	- 5280/ 75
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- ASPHALT
Obstructions to Vision-	UNK/NR		Runway Status
Precipitation	- UNK/NR		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 130
SE LAND	Months Since - 21	Make/Model-	20
	Aircraft Type - UNK/NR	Instrument-	UNK/NR
		Multi-Eng -	UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A FLIGHT TO ACCUMULATE FLIGHT TIME ON A HOME BUILT AIRCRAFT. A MAYDAY CALL WAS RECEIVED ON THE UNICOM. SEVERAL WITNESSES INDICATED THAT THE PILOT WAS TRYING TO LAND ON THE RUNWAY WHEN THE PLANE ENTERED A LEFT BANK. AND SUDDENLY CRASHED. SEVERAL WITNESSES REPORTED THAT THE PLANE STALLED AND/OR SPUN INTO THE GROUND. NONE OF THE WITNESSES REPORTED HEARING THE ENGINE. SHORTLY AFTER THE AIRCRAFT CRASHED, IT BEGAN BURSTING AND MOST OF IT WAS DESTROYED BY FIRE. AN EXAMINATION OF THE ITEMS THAT WERE NOT DESTROYED REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 2547

10/26/82

ERIE,CO

A/C Reg. No. N21SH

Time (Lcl) - 1730 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2553

11/03/82

WILLIMATIC,CT

A/C Reg. No. N7432R

Time (Lcl) - 0015 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/003 KTS
Visibility - 76.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
LEBANON,NH
Destination
WILLIMANTIC,CT

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WINDHAM
Runway Ident - 27
Runway Lth/Wid - 4360/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 293	Last 24 Hrs	- 3
Make/Model-	293	Last 30 Days-	UNK/NR
Instrument-	46	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

ON THE SECOND APPROACH TO THE AIRPORT, AFTER EXECUTING A GO-AROUND ON THE FIRST, THE PILOT ENCOUNTERED GROUND FOG. IN ZERO VISIBILITY, AT 3-5 FEET ABOVE THE GROUND, THE PILOT ELECTED TO EXECUTE A "CONTROLLED CRASH" RATHER THAN ATTEMPT A TRANSITION TO INSTRUMENTS.

Brief of Accident (Continued)

File No. - 2553

11/03/82

WILLIMATIC, CT

A/C Reg. No. N7432R

Time (Lcl) - 0015 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
-

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. FLARE - NOT POSSIBLE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2450 3/19/82 LEESBURG, FL A/C Reg. No. N567LT Time (Lcl) - 1000 EST

-----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	2	0	0	0
Accident Occurred During	-MANEUVERING						

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

Make/Model	- BEECH F35	Eng Make/Model	- CONTINENTAL E225-8	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 225 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC		Runway Ident
Wind Dir/Speed	- 170/007 KTS	ATC/Airspace	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 1500 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
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)	
PRIVATE	Current	- 1500	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since	- UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT, WHO WAS A ROCK GROUP DRIVER, TOOK AN AIRCRAFT FROM THE HANGAR WITHOUT PERMISSION TO JOY RIDE MEMBERS OF THE GROUP. DURING THE 2ND FLIGHT, THE AIRCRAFT WING HIT THE BUS DURING ONE OF SEVERAL LOW PASSES OVER THE AREA. THE AIRCRAFT THEN HIT A TREE AND A RESIDENCE. A POST CRASH FIRE OCCURRED. THE PILOT'S LAST MEDICAL CERTIFICATE WAS DATED 11/16/79.

Brief of Accident (Continued)

File No. - 2450

3/19/82

LEESBURG, FL

A/C Reg. No. N567LT

Time (Lcl) - 1000 EST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. BUZZING - PERFORMED - PILOT IN COMMAND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 5. OBJECT - VEHICLE
 6. OBJECT - TREE(S)
 7. OBJECT - RESIDENCE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2403 8/17/82 NEAR ST. MARKS, FL A/C Reg. No. N4197D Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - HELIO H-395
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - LYCOMING G0-480
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 295 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- 225/006 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - 12000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

QUINCY, FL

Destination

MIAMI, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 66

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3950 Last 24 Hrs - 1

Make/Model- 500 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE ENGINE BEGAN MISSING AND STARTED VIBRATING EXCESSIVELY. THE PILOT FORCE LANDED IN A SWAMP WITH SAWGRASS AND THE AIRCRAFT FLIPPED INVERTED. THE #3 EXHAUST PUSH ROD WAS MISSING AND WAS NOT FOUND, BUT DEBRIS FROM THE PUSH ROD SHROUD TUBE WAS FOUND INSIDE THE ENGINE COMPARTMENT.

Brief of Accident (Continued)

File No. - 2403

8/17/82

NEAR ST. MARKS, FL

A/C Reg. No. N4197D

Time (Lc1) - 1400 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL
-

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

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

Finding(s)

2. TERRAIN CONDITION - WET
 3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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. - 2534 10/07/82 BUNNELL, FL A/C Reg. No. N259ER Time (Lc1) - 1430 EDT

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

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

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

Make/Model	- PIPER PA-44-180	Eng Make/Model	- LYCOMING IO-360-E1A6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/012 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 10000 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</p> <p>DAYTON, FL</p> <p>Destination</p> <p>BUNNELL, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FLAGLER COUNTY</p> <p>Runway Ident - 11</p> <p>Runway Lth/Wid - 5000/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL.CFI</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2974</p> <p>Make/Model- 633</p> <p>Instrument- 194</p> <p>Multi-Eng - 682</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 70</p> <p>Rotorcraft - 56</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED DUAL ENGINE FAILURE THE STUDENT TOUCHED DOWN SHORT OF THE RUNWAY. THE RIGHT MAIN GEAR STRUCK THE EDGE OF THE RUNWAY WITH ENOUGH FORCE TO DAMAGE THE INNERSTRUT. THE INSTRUCTOR THEN TOOK CONTROL OF THE AIRCRAFT, LANDED, AND THE RIGHT LANDING GEAR FAILED.

Brief of Accident (Continued)

File No. - 2534

10/07/82

BUNNELL,FL

A/C Reg. No. N259ER

Time (Lc1) - 1430 EDT

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

Finding(s)

1. AIRSPEED - MISJUDGED - DUAL STUDENT
2. ALTITUDE - MISJUDGED - DUAL STUDENT
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND(CFI)
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) 1,2,3,6

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. - 2512 10/09/82 FT. MYERS, FL A/C Reg. No. N50950 Time (Lcl) - 1205 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 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ORLANDO, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FT. MYERS, FL	PAGE FIELD
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4997/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 42
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 5
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED ON A CROSS-COUNTRY FLIGHT WHILE THE STUDENT PILOT WAS LANDING. DURING THE LANDING FLAREOUT, THE PILOT LEVELED OFF HIGH, TOUCHED DOWN HARD, BOUNCED TWO TIMES, LOST DIRECTIONAL CONTROL AND WENT OFF THE RUNWAY COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2512

10/09/82

FT. MYERS, FL

A/C Reg. No. N50950

Time (Lc1) - 1205 EDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2535 10/11/82 SARASOTA, FL A/C Reg. No. N409V Time (Lc1) - 0910 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

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

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 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 - 4.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SARASOTA, FL
Destination
SARASOTA, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

SARASOTA-BRADENTON
Runway Ident - 31
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1719 Last 24 Hrs - 6
Make/Model- 879 Last 30 Days- UNK/NR
Instrument- 365 Last 90 Days- 6
Multi-Eng - 88

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING A PRACTICE ILS APPROACH TO RUNWAY 31, HE WAS DISTRACTED BY THE AURAL SIGNAL OF THE MARKER BEACON AND FAILED TO EXTEND THE GEAR. BY THE TIME HE REALIZED THE GEAR WAS NOT DOWN, IT WAS TOO LATE TO ATTEMPT A GO-AROUND. THE AIRCRAFT WAS DAMAGED DURING A WHEELS-UP LANDING.

Brief of Accident (Continued)

File No. - 2535

10/11/82

SARASOTA, FL

A/C Reg. No. N409V

Time (Lcl) - 0910 EDT

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2520 10/19/82 N. OKEECHOBEE, FL A/C Reg. No. N8240M Time (Lcl) - 1230 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ZEPHYRHILLS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OKEECHOBEE, FL	Runway Ident - N/A
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - CONTACT	
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 - 1912
SE LAND, ME LAND	Months Since - 19	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 294
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Instrument- UNK/NR
		Multi-Eng - 1587

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SITE CHOSEN FOR LANDING WAS AN OLD ROAD WITH HIGH WEEDS WHICH THE PILOT HAD USED THE WEEK BEFORE. THE LEFT WING CAUGHT IN THE WEEDS DURING LANDING. THE PILOT STATED THAT THE RIGHT RUDDER WAS USED TO STRAIGHTEN THE AIRCRAFT'S COURSE, HOWEVER, THE AIRCRAFT DEPARTED THE ROADWAY INTO A SOFT SAND SWALE DITCH. THE AIRCRAFT NOSEWHEEL DUG INTO THE SAND AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2520

10/19/82

N. OKEECHOBEE, FL

A/C Reg. No. N8240M

Time (Lc1) - 1230 EDT

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

Finding(s)

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

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

Finding(s)

3. 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) 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. - 2517 10/19/82 ST. AUGUSTINE, FL A/C Reg. No. N12927 Time (Lcl) - 1445 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

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

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 360/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 2500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. MYERS, FL

Destination
ST. AUGUSTINE, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ST. AUGUSTINE
Runway Ident - 20
Runway Lth/Wid - 2530/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 55

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 646

Make/Model- 287

Instrument- UNK/NR

Multi-Eng - 36

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON LANDING, THE PILOT NOTICED HE WAS TOO HIGH AND EXECUTED A GO-AROUND. ON THE NEXT LANDING THE AIRCRAFT VEERED LEFT ON THE LANDING ROLL SO THE PILOT AGAIN ATTEMPTED A GO-AROUND. ON LIFTOFF THE NOSEWHEEL HIT THE AIRPORT PERIMETER FENCE AND THE AIRCRAFT CAME TO REST ON THE GROUND.

Brief of Accident (Continued)

File No. - 2517

10/19/82

ST. AUGUSTINE, FL

A/C Reg. No. N12927

Time (Lcl) - 1445 EDT

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

Finding(s)

1. GO-AROUND - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - FENCE
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - GROUND
-

----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. - 2482 10/22/82 N. FT. LAUDERDALE, FL A/C Reg. No. N8856Y Time (Lcl) - 1052 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

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

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

Make/Model - PIPER PA-39
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-320
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 160 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 040/008 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - 2500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

NASSAU, BI

Destination

FT. LAUDERDALE, 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 - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME 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 - 7000 Last 24 Hrs - 2

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

Instrument- 335 Last 90 Days- 20

Multi-Eng - 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT SAYS HE REFUELED AT NASSAU WITH 20 GALS IN AUX. TANKS. ESTIMATED 10 GALS EACH MAIN TANK. 45 MINUTES AFTER DEPARTURE #1 ENG. FAILED. 5 MINUTES LATER #2 FAILED. AIRCRAFT SANK.

Brief of Accident (Continued)

File No. - 2482

10/22/82

N. FT. LAUDERDALE, FL

A/C Reg. No. N8856Y

Time (Lcl) - 1052 EDT

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. - 2496 11/04/82 EVERGLADES CITY, FL A/C Reg. No. N714LB Time (Lcl) - 1624 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KEY WEST, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	EVERGLADES, FL	EVERGLADES
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 33
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2400/ 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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 36
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

PLT LANDED HARD, NOSE GEAR COLLAPSED & ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2496

11/04/82

EVERGLADES CITY, FL

A/C Reg. No. N714LB

Time (Lcl) - 1624 EST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD
 3. LANDING GEAR, NOSE 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2489 11/15/82 BELLE GLADE, FL A/C Reg. No. N163KT Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

DESTROYED
Fire
ON GROUND

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

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

Make/Model - AERO COMMANDER 680
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8500
No. of Seats - 2

Eng Make/Model - LYCOMING GSO-480-81AG
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 340 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 - 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 - NONE
Condition of Light - UNK/NR

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

SEMINOLE SUGAR CORP.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - UNK/NR
Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACFT HAD BEEN OBJECT OF AN AIRBORNE PURSUIT BY U.S. CUSTOMS AT ABOUT 1830 IN THE VICINITY OF BELLE GLADE. DURING THE PURSUIT THE ACFT DOOR & 15 BALES OF A CONTROLLED SUBSTANCE WERE OBSERVED BEING JETTISONED FROM THE ACFT. AFTER LANDING THE ACFT WAS SET ON FIRE. INJURY INDEX IS PRESUMED.

Brief of Accident (Continued)

File No. - 2489

11/15/82

BELLE GLADE, FL

A/C Reg. No. N163KT

Time (Lcl) - UNK/NR

Occurrence FIRE
Phase of Operation STANDING

Finding(s)

1. SABOTAGE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2591 11/27/82 FT. MYERS, FL A/C Reg. No. N25341 Time (Lcl) - 2355 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 070/004 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 20000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
TAMPA, FL
Destination
MIAMI, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 22

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1520	Last 24 Hrs	- UNK/NR
Make/Model-	1400	Last 30 Days-	UNK/NR
Instrument-	30	Last 90 Days-	255
Multi-Eng	- 110		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT, VFR FLIGHT TO OPA LOCKA, FLORIDA, THE PILOT EXPERIENCED A LOSS OF POWER AND WAS FORCED TO MAKE AN EMERGENCY LANDING IN THE EVERGLADE SWAMPS. THE AIRCRAFT WAS RECOVERED FROM 3 FEET OF WATER IN AN UPSIDE DOWN POSITION. EXAMINATION OF THE AIRCRAFT'S ENGINE REVEALED NO EVIDENCE OF PREIMPACT MALFUNCTION OR FAILURE. INVESTIGATION REVEALED THE AIRCRAFT HAD BEEN FLOWN 2.6 HOURS PRIOR TO DEPARTURE FROM TAMPA.

Brief of Accident (Continued)

File No. - 2591

11/27/82

FT. MYERS, FL

A/C Reg. No. N25341

Time (Lc1) - 2355 EST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2579 11/28/82 LOWELL, FL A/C Reg. No. N79412 Time (Lcl) - 1630 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		LEE FARMS
Wind Dir/Speed- 160/011 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Cloud Conditions(1st) - 8000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 25000 FT	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 63
SE LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 8
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A GO-AROUND MANEUVER, THE AIRCRAFT TAIL STRUCK TREETOPS THAT WERE LOCATED AT THE DEPARTURE END OF RUNWAY 18. THE PILOT LANDED THE AIRCRAFT SAFELY AND DISCOVERED DAMAGE TO THE RIGHT HORIZONTAL STABILIZER AND THE FUSELAGE.

Brief of Accident (Continued)

File No. - 2579

11/28/82

LOWELL, FL

A/C Reg. No. N79412

Time (Lc1) - 1630 EST

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

Finding(s)

1. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
 2. OBJECT - TREE(S)
 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2462

6/14/82

ATLANTA,GA

A/C Reg. No. N4072P

Time (Lcl) - 1649 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL - CHECK

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

2

0

0

Accident Occurred During -TAKEOFF

ON GROUND

Pass

0

0

0

0

Other

0

0

1

0

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

Make/Model - PIPER PA-23-160

Eng Make/Model - LYCOMING O-320-B3B

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 3500

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/007 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PEACHTREE-DEKALB

Runway Ident - 09

Runway Lth/Wid - 3378/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - CIRCLING

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

Pilot-In-Command

Age - 22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 271

Last 24 Hrs - 1

SE LAND,ME LAND

Months Since - 2

Make/Model- 16

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 49

Last 90 Days- 77

Multi-Eng - 41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, A LOUD NOISE WAS HEARD AND SPARKS WERE OBSERVED COMING FROM THE RIGHT SIDE OF THE RIGHT ENGINE. THE AIRCREW ATTEMPTED TO FEATHER THE RIGHT ENGINE, BUT IT WOULD NOT FEATHER. THEY WERE UNABLE TO MAINTAIN ALTITUDE AND DESCENDED INTO TREES. AFTER STRIKING TREES, THE PLANE CAME TO REST ON THE ROOF OF A HOUSE. THE AIRCRAFT BURST INTO FLAMES ABOUT 5 TO 10 MIN AFTER THE CRASH. A POLICE OFFICER THAT HAD RESPONDED AND HAD CLIMBED ONTO THE ROOF WAS REPORTEDLY THROWN OFF BY AN EXPLOSION. HE RECEIVED MINOR INJURIES. AN EXAMINATION OF THE RIGHT ENGINE REVEALED THAT ONE BLADE OF THE MODEL HC-82XG PROPELLER DID NOT FEATHER AND WAS FREE TO MOVE. THE RETAINING CLAMP ON THIS BLADE WAS CRACKED AND HAD A PORTION MISSING. A METALLURGICAL EXAMINATION REVEALED THAT IT HAD FAILED FROM HIGH CYCLE FATIGUE. HARTZELL PROPELLER SERVICE BULLETIN, NO 126, DATED 12/9/80, RECOMMENDED THAT THIS CLAMP (AN OLD MODEL) BE REPLACED BY A NEW IMPROVED TYPE. NO OTHER PREIMPACT FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2462

6/14/82

ATLANTA,GA

A/C Reg. No. N4072P

Time (Lcl) - 1649 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,PROP BLADE RETENTION - FATIGUE
 2. SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
-

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

Finding(s)

3. PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - FAILURE,PARTIAL
 4. PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - RESIDENCE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2527 6/16/82 WILLIAMSON,GA A/C Reg. No. N7746S Time (Lcl) - 1324 EDT

-----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	1	0	0
Accident Occurred During	-LANDING	NONE	Pass 0	1	0	0

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

Make/Model	- SCHWEIZER SGS-2-32-A	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	- 1340	Engine Type	- N/A	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/015 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</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>SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PEACHSTATE GLIDERPORT</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3300/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p> <p>GLIDER</p> <p>Instrument Rating(s) - UNK/NR</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 100</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 7</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 2</td> </tr> </table>	Total - 100	Last 24 Hrs - 0	Make/Model- 7	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 2
Total - 100	Last 24 Hrs - 0							
Make/Model- 7	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 2							

-----Narrative-----

ON DOWNWIND, THE PILOT SAW ANOTHER GLIDER ON THE RUNWAY. HE MAINTAINED ALTITUDE UNTIL THE GLIDER CLEARED THE RUNWAY. WHEN CLEAR THE PILOT STARTED HIS DESCENT EXTENDING THE SPOILERS FULLY. THE PILOT STATED THAT WHEN HE REACHED HIS DESIRED ALTITUDE AND LEVELED OFF, WITH ONLY A PULL BACKWARDS ON THE STICK, THE GLIDER MUSHED AND STRUCK SOME PEACHTREES AT THE APPROACH END OF THE RUNWAY. THE AIRCRAFT GROUNDLOOPED BEFORE COMING TO A STOP. THE PILOT STATED THAT HE WAS USED TO FLYING ANOTHER TYPE OF GLIDER WITH FLAPS AND THE HANDLING CHARACTERISTICS WERE DIFFERENT BETWEEN THAT AIRCRAFT AND THIS ONE.

Brief of Accident (Continued)

File No. - 2527

6/16/82

WILLIAMSON,GA

A/C Reg. No. N7746S

Time (Lcl) - 1324 EDT

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

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2596 9/01/82 LAWRENCEVILLE,GA A/C Reg. No. N3247A Time (Lcl) - 2020 EDT

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STONE MOUNTAIN,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		WINNETT COUNTY
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 2.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - VFR FLT FOLLOWING	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----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 - UNK/NR	Total - 1047
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE RETURN FLT TO STONE MOUNTAIN ARPT, THE PLT CONTACTED APPROACH CONTROL & REQUESTED VECTORS TO THE WINNETT COUNTY ARPT AT LAWRENCEVILLE, GA. THE PLT REPORTED THAT HE HAD BEEN GOING AROUND THUNDERSTORMS & IT WAS TURNING DARK. SEVERAL MINUTES LATER THE PLT ASKED HOW TO TURN ON THE RWY LIGHTS & STATED HE HAD THE ROTATING BEACON IN SIGHT. A CFI AT THE ARPT OBSERVED THE PLANE FLY OVER THE ARPT AT 300 TO 400 FT GENERALLY ALIGNED WITH RWY 7. THE RWY LIGHTS WERE OUT DUE TO THE MAIN CIRCUIT BREAKER BEING TRIPPED BY LIGHTNING. THE ACFT WAS THEN OBSERVED ENTERING A WINGS LEVEL, STEEP DESCENT WHICH CONTINUED UNTIL THE ACFT WAS OBSCURED FROM VIEW BY RAIN & FOG. THE WRECKAGE WAS LOCATED ABOUT 1/4 MI EAST OF THE DEPARTURE END OF RWY 7. THE FLAP ACTUATOR WAS IN THE MECHANICAL POSITION CORRESPONDING TO A 40 DEG FLAP SETTING.

Brief of Accident (Continued)

File No. - 2596

9/01/82

LAWRENCEVILLE,GA

A/C Reg. No. N3247A

Time (Lc1) - 2020 EDT

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

Finding(s)

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

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

Finding(s)

6. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
7. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND

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

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

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. - 2600 10/06/82 ALBANY, GA A/C Reg. No. N737LJ Time (Lcl) - 0947 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - UNK/NR
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

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 080/009 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - 800 FT SCATTERED

Cloud Conditions(2nd) - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BIRMINGHAM, AL

Destination

JACKSONVILLE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 125

Make/Model- 80

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF N737LJ DEPARTED ON A CROSS-COUNTRY BUSINESS TRIP WITH LESS THAN FULL FUEL TANKS. AFTER FLYING ABOUT 2 HOURS THE AIRCRAFT ENGINE QUIT AND THE PILOT MADE AN EMERGENCY LANDING IN AN OPEN FIELD. THE AIRCRAFT COLLIDED WITH TREES AT THE EDGE OF THE FIELD. EXAMINATION OF THE FUEL TANKS REVEALED INSUFFICIENT FUEL REMAINING FOR ENGINE OPERATION.

Brief of Accident (Continued)

File No. - 2600

10/06/82

ALBANY,GA

A/C Reg. No. N737LJ

Time (Lc1) - 0947 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

Occurrence #3 IN FLIGHT 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2427 11/04/82 DORAVILLE,GA A/C Reg. No. N757TA Time (Lcl) - 1050 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 11.0 SM
Cloud Conditions(1st) - 1300 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSONVILLE,FL
Destination
ATLANTA,GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VISUAL STRAIGHT-IN

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7200 Last 24 Hrs - 7
Make/Model- 557 Last 30 Days- UNK/NR
Instrument- 112 Last 90 Days- 60
Multi-Eng - 200 Rotorcraft - 4000

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT WAS ON AN IFR FLIGHT PLAN AND MADE A MISSED APPROACH AT THE DESTINATION. WHILE ON A SECOND APPROACH, THE AIRCRAFT RAN OUT OF FUEL. DURING A FORCED LANDING, THE NOSE GEAR COLLAPSED AND THE LEFT WING AND RIGHT AILERON WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2427

11/04/82

DORAVILLE,GA

A/C Reg. No. N757TA

Time (Lc1) - 1050 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

Finding(s)

4. WEATHER CONDITION - LOW CEILING
 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2528 11/28/82 STONE MOUNTAIN,GA A/C Reg. No. N66103 Time (Lcl) - 1440 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 080/010 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 200 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAHLONEGA,GA
Destination
GRIFFIN,GA

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 - 22
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 191
Make/Model- 149
Instrument- 1
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE FLYING IN MARGINAL WEATHER, HE CAME TO STONE MOUNTAIN AND TURNED TO AVOID IT. THE AIRCRAFT CRASHED ON THE SIDE OF THE MOUNTAIN ABOUT 300 FT FROM THE BASE. ABOUT 9 MI EAST SOUTHEAST OF THE CRASH SITE, THE WEATHER WAS REPORTED AS 200 FT OVERCAST, VISIBILITY 2 MI WITH FOG AND LIGHT RAIN, WIND 080 DEG AT 10 KTS. THE PILOT REPORTED A CEILING OF 800 FT WITH 2 MILES VISIBILITY.

Brief of Accident (Continued)

File No. - 2528

11/28/82

STONE MOUNTAIN, GA

A/C Reg. No. N66103

Time (Lcl) - 1440 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
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) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2551 12/22/82 STOCKBRIDGE,GA A/C Reg. No. N14QP Time (Lcl) - 1530 EST

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

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

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

Make/Model - QUICKIE 2	Eng Make/Model - REVMASER 2100	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CARROLLTON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STOCKBRIDGE,GA	BERRY HILL
Wind Dir/Speed- VARIABLE		Runway Ident - 29
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 100
Cloud Conditions(1st) - NONE	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - 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)
PRIVATE	Current - UNK/NR	Total - 1074
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 55
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, WHEN THE AIRCRAFT WAS LANDED, IT TOUCHED DOWN LONG AND WITH EXCESSIVE AIRSPEED. THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY, WHEN BRAKES WERE APPLIED, AND OVERTURNED. THE WIND WAS REPORT AS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 2551

12/22/82

STOCKBRIDGE, GA

A/C Reg. No. N140P

Time (Lcl) - 1530 EST

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

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. - 2455 5/29/82 HIGH ISLAND 389,GM A/C Reg. No. N1070D Time (Lcl) - 1224 CDT

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

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

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 7	Rated Power - 435 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HIGH ISLAND,GM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HIGH ISLAND 389,GM	HIGH ISLAND 389
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - VFR FLT FOLLOWING	Runway Surface - UNK/NR
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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14286
SE LAND,ME LAND	Months Since - 10	Make/Model- 1903
HELICOPTER	Aircraft Type - B206L-1	Instrument- 1201
		Multi-Eng - 2829
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 162
		Rotorcraft - 4272

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

PILOT APPROACHING LANDING PLATFORM HEARD A LOUD BANG AND AUTOROTATED TO WATER. AIRCRAFT ROLLED INVERTED AND WAS DAMAGED BY WAVES BANGING IT AGAINST PLATFORM. A TEARDOWN OF THE ENGINE REVEALED THAT THE FIRST STAGE TURBINE WHEEL, PN 6895801G, HAD FAILED AND EXITED THE CASE. THE WHEEL FAILED FROM LOW CYCLE THERMAL FATIGUE WHICH ORIGINATED IN THE RIM AREA.

Brief of Accident (Continued)

File No. - 2455

5/29/82

HIGH ISLAND 389.GM

A/C Reg. No. N1070D

Time (Lcl) - 1224 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TURBINE ASSEMBLY, TURBINE WHEEL - FATIGUE
-

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

Finding(s)

2. TERRAIN CONDITION - WATER, ROUGH
 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2488 11/14/82 MARENGO,IA A/C Reg. No. N1443T Time (Lcl) - 1445 CST

-----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	-APPROACH	NONE	Pass 0	0	0	0

-----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	- 2500	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	Last Departure Point	ON AIRSTRIP
Method	OXFORD,IA	
Completeness	Destination	Airport Data
Basic Weather	MARENGO,IA	MARENGO
Wind Dir/Speed	ATC/Airspace	Runway Ident
320/013 KTS	Type of Flight Plan	- 09
Visibility	- NONE	Runway Lth/Wid
- 12.0 SM	Type of Clearance	- 3000 -UNK/NR
Cloud Conditions(1st)	- NONE	Runway Surface
- 3000 FT SCATTERED	Type Apch/Lndg	- GRASS/TURF
Cloud Conditions(2nd)	- VISUAL STRAIGHT-IN	Runway Status
- NONE		- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 644
SE LAND	Months Since - 6	Make/Model - 304
	Aircraft Type - UNK/NR	Instrument - 86
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT OVERFLEW THE AREA AND SAW NO OBSTRUCTIONS. PLANNED TO LAND WELL DOWN THE RUNWAY. SAW WIRES 75 FEET FROM RUNWAY. HE SAYS WIRES WERE 70 FEET HIGH AND 50 FEET FROM RUNWAY.

Brief of Accident (Continued)

File No. - 2488

11/14/82

MARENGO,IA

A/C Reg. No. N1443T

Time (Lcl) - 1445 CST

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

-----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. - 2595 5/06/82 GOODING, ID A/C Reg. No. N9184F Time (Lcl) - 0745 MDT

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

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

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

Make/Model	- HUGHES 369HS	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2400	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 400 HP		

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

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

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 3091
SE LAND	Months Since - 6	Make/Model-	2000
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	30
		Multi-Eng -	52
		Last 24 Hrs -	1
		Last 30 Days-	UNK/NR
		Last 90 Days-	46
		Rotorcraft -	2634

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MAKING A TURN AT THE END OF A SWATH RUN, THE PILOT HEARD A BANG AND THEN NOTICED A LOSS OF ENGINE POWER. HE ENTERED AN AUTOTATIVE LANDING FROM A LOW ALTITUDE AT LOW AIRSPEED. SUBSEQUENTLY, THE HELICOPTER LANDED HARD AND ROLLED OVER ON ITS RIGHT SIDE. AN INVESTIGATION REVEALED THAT THE SPUR ADAPTER GEARSHAFT HAD FAILED FROM FATIGUE. THE FATIGUE INITIATED ON THE LOADED SIDE OF A SPLINE TOOTH AT AN AREA OF HEAVY WEAR. TOTAL FLIGHT TIME OF THE FAILED PART WAS 3491 HRS. THE SPUR ADAPTER COUPLER THE COMPRESSOR TO THE N1 TURBINE.

Brief of Accident (Continued)

File No. - 2595

5/06/82

GOODING, ID

A/C Reg. No. N9184F

Time (Lcl) - 0745 MDT

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

Finding(s)

1. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - WORN
 2. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - FATIGUE
-

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

Finding(s)

3. AUTOROTATION - INITIATED - PILOT IN COMMAND
-

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2419 8/27/82 BOISE, ID A/C Reg. No. N7306U Time (Lcl) - 1339 MDT

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

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

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

Make/Model	- CESSNA T207A	Eng Make/Model	- CONTINENTAL TS10-520-M-1A	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	- 7	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SALMON, ID		BOISE AIR TERMINAL	
Wind Dir/Speed	- 280/008 KTS	ATC/Airspace		Runway Ident	- 28R
Visibility	- 25.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 7400/ 150
Cloud Conditions(1st)	- 25000 FT BROKEN	Type of Clearance	- TOWER	Runway Surface	- ASPHALT
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 - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1086	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 3	Make/Model - 417	Last 30 Days - 56
	Aircraft Type - C-185	Instrument - 57	Last 90 Days - 136
		Multi-Eng - 24	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PILOT FILED A COMPANY FLIGHT PLAN FOR A VFR FLIGHT FROM BOISE TO SALMON, ID. HE REPORTED THAT DURING INITIAL CLIMB, THE ENGINE SURGED, THEN SEEMED TO RETURN TO NORMAL OPERATION. HE REDUCED THE POWER TO 33 INCHES OF MANIFOLD PRESSURE AND SET THE PROPELLER TO 2550 RPM. SHORTLY THEREAFTER, THE ENGINE BEGAN LOSING POWER AGAIN, THERE WAS A SECOND SURGE, THEN THE PROPELLER STOPPED. DURING AN EMERGENCY LANDING, THE PILOT ELECTED TO CROSS OVER A ROAD AND LAND IN AN OPEN FIELD. HE SAW A POWER LINE ALONG THE ROAD AT THE EDGE OF THE FIELD AND ELECTED TO CROSS UNDER IT TO LAND. HOWEVER, HE DID NOT SEE A SINGLE TELEPHONE POLE ON THE OPPOSITE SIDE OF THE ROAD. THE LEFT WING STRUCK THE POLE AND THE PLANE CARTWHEELED AND CRASHED. AN INVESTIGATION REVEALED THAT THE CRANKSHAFT HAD FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 2419

8/27/82

BOISE, ID

A/C Reg. No. N7306U

Time (Lcl) - 1339 MDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2417 7/04/82 KANKAKEE,IL A/C Reg. No. N59CG Time (Lcl) - 1150 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model	- GOANS G-5	Eng Make/Model	- HAROLD GULDI VW210OC	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 750	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 65 HP		

-----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 - 4.0 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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident	- 09
Runway Lth/Wid	- 2500/ 75
Runway Surface	- GRASS/TURF
Runway Status	- DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

GYROPLANE

Age - 51

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 131	Last 24 Hrs	- 0
Make/Model-	111	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20
		Rotorcraft	- 111

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING HIS FIRST FLIGHT SINCE A SPECIAL AIRWORTHINESS CERTIFICATE WAS ISSUED. THIS AIRCRAFT WAS UNIQUE IN THAT THE ROTOR CONTROLS WERE CABLE INSTEAD OF PUSH-PULL RODS. THE AIRCRAFT AFTER TAKEOFF STARTED PITCHING UP AND DOWN. THIS PITCHING CONTINUED ON DOWNWIND LEG. THE RUDDER, VERTICAL STABILIZER AND TIPS OF THE WOODEN PROPELLER BEGAN SEPARATING WHEN THE ROTOR ASSEMBLY CONTACTED THE PROPELLER. THE AIRCRAFT NOSED OVER AND TUMBLED TO GROUND.

Brief of Accident (Continued)

File No. - 2417

7/04/82

KANKAKEE,IL

A/C Reg. No. N59CG

Time (Lcl) - 1150 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

3. FLIGHT CONTROL, RUDDER - FAILURE, TOTAL
 4. FLIGHT CONTROL, RUDDER - SEPARATION
 5. VERTICAL STABILIZER SURFACE - SEPARATION
 6. VERTICAL STABILIZER SURFACE - SEPARATION
 7. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
 8. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 9. AIRPLANE HANDLING - NOT POSSIBLE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2594

7/21/82

PONTIAC,IL

A/C Reg. No. N18727

Time (Lcl) - 1445 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 150L

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - NO -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 - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 8.0 SM

Cloud Conditions(1st) - 6000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DWIGHT,IL

Destination

PONTIAC,IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1444

Last 24 Hrs - 2

Make/Model- 120

Last 30 Days- 30

Instrument- 147

Last 90 Days- 85

Multi-Eng - 308

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH PLTS ONBOARD WERE CFI'S. THE ACFT WAS OBSERVED TO SLOW DOWN & ENTER A STALL/SPIN WHICH CONTINUED TO IMPACT.

Brief of Accident (Continued)

File No. - 2594

7/21/82

PONTIAC, IL

A/C Reg. No. N18727

Time (Lc1) - 1445 CDT

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

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2523 8/12/82 FRANKFORT, IL A/C Reg. No. N8487N Time (Lcl) - 2015 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH E-33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 5

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 - 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- 070/009 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 15000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
ON AIRPORT

Airport Data

FRANKFORT
Runway Ident - 09
Runway Lth/Wid - 3176/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 403
Make/Model-	121
Instrument-	143
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURED WHEN THE PILOT WAS ON HIS FINAL APPROACH TO LAND. THE PILOT INADVERTENTLY TOUCHED DOWN 100 FEET SHORT OF THE RUNWAY THRESHOLD AND DURING THE SUBSEQUENT LANDING ROLL THE AIRCRAFT STRUCK AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 2523

8/12/82

FRANKFORT, IL

A/C Reg. No. N8487N

Time (Lcl) - 2015 CDT

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

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL
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. - 2524 8/14/82 KANKAKEE, IL A/C Reg. No. N4543F Time (Lcl) - UNK/NR

-----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 Fatal Serious Minor None
NONE Pass 0 0 0 0

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E-3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - 20000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GREATER KANKAKEE
Runway Ident - 04
Runway Lth/Wid - 5100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

SOMETIME AFTER 2300 ON AUGUST 14, 1982, THE AIRCRAFT WAS TAKEN WITHOUT AUTHORIZATION FROM THE GREATER KANKAKEE AIRPORT. THE AIRCRAFT WAS DISCOVERED IN A NEARBY FIELD SOME 750 FEET FROM THE RUNWAY. MARKINGS ON RUNWAY 04 INDICATED THAT APPROXIMATELY 150 FEET AFTER TOUCHDOWN THE AIRCRAFT VEERED LEFT OFF THE RUNWAY, TRAVELED 581 FEET THROUGH THE GRASS, FLEW ACROSS A 47-FOOT DITCH, STRIKING THE DITCH, THEN SLID 161 FEET AND STOPPED. THE HOBBS METER INDICATED THE AIRCRAFT HAD BEEN OPERATED 30 MINUTES DURING THE UNAUTHORIZED USE. INJURY INDEX PRESUMED. IMPACT DAMAGE TO CABIN INTERIOR INDICATED TWO PERSONS ABOARD.

Brief of Accident (Continued)

File No. - 2524

8/14/82

KANKAKEE,IL

A/C Reg. No. N4543F

Time (Lcl) - UNK/NR

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - IMPROPER USE OF - PILOT IN COMMAND
3. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2414 10/05/82 LANSING, IL A/C Reg. No. N2546S Time (Lcl) - 1215 CDT

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

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

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

Make/Model	- CESSNA T210L	Eng Make/Model	- CONTINENTAL TS10-520-H-4A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/008 KTS</p> <p>Visibility - 2.5 SM</p> <p>Cloud Conditions(1st) - 4000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LANSING, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LANSING</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2500/ 77</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 19</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - 25</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 166</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>94</td> <td>Last 30 Days-</td> <td>7</td> </tr> <tr> <td>Instrument-</td> <td>26</td> <td>Last 90 Days-</td> <td>9</td> </tr> </table>	Total	- 166	Last 24 Hrs	- 2	Make/Model-	94	Last 30 Days-	7	Instrument-	26	Last 90 Days-	9
Total	- 166	Last 24 Hrs	- 2											
Make/Model-	94	Last 30 Days-	7											
Instrument-	26	Last 90 Days-	9											

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CUT SHORT A CROSS-COUNTRY FLIGHT BECAUSE OF WEATHER, AND DURING A DOWN-WIND LANDING, THE AIRCRAFT OVERRAN RUNWAY 36. THE AIRCRAFT WAS LANDED FAST ABOUT 1600 FT DOWN THE 2500 FOOT RUNWAY, WENT OFF THE END AND RAN INTO A DEEP DITCH. THE WIND WAS FROM 180 DEGREES AT 8 KTS.

Brief of Accident (Continued)

File No. - 2414

10/05/82

LANSING, IL

A/C Reg. No. N2546S

Time (Lcl) - 1215 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2485 10/24/82 LANSING, IL A/C Reg. No. N23388 Time (Lcl) - 2215 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ROCKFORD, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	GRIFFITH, IN	LANSING
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 1.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2470/ 75
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- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 73
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 28
		Instrument- 4
		Last 30 Days- 3
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD A COMPLETE ELECTRICAL FAILURE & THE PLT MADE AN EMERGENCY LANDING AT LANSING. THE PLT WAS UNABLE TO LOWER THE FLAP, & AFTER ENCOUNTERING GROUND FOG LANDED LONG, BOUNCED, & GROUND LOOPED TO AVOID RUNNING OFF THE END OF THE RWY. INVEST OF THE ELECT SYSTEM REVEALED THAT AN UNIDENTIFIABLE NOISE FILTER HAD BEEN INSTALLED IN THE LINE OF THE OUTPUT SIDE OF THE ALTERNATOR. TESTING REVEALED THAT THE NOISE FILTER DEVELOPED VOLTAGE SPIKES THAT COULD INCREASE LINE VOLTAGE MOMENTARILY TO 16 VOLTS. THE OVERVOLTAGE SENSOR WAS INOPERATIVE. THE SENSOR WAS PROBABLY TRIPPED BY EXCESSIVE SPIKING ON THE LINE VOLTAGE WHICH WOULD TURN OFF THE ALTERNATOR SYSTEM ILLUMINATING THE OVERVOLTAGE WARNING LIGHT. HOWEVER, THE BULB WAS FOUND BURNED OUT. THIS CONDITION CAN USUALLY BE CORRECTED BY RECYCLING THE MASTER SWITCH TO RESUME NORMAL ALTERNATING CHARGING.

Brief of Accident (Continued)

File No. - 2485

10/24/82

LANSING, IL

A/C Reg. No. N23388

Time (Lc1) - 2215 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM - IMPROPER
2. MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
3. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - POPPED/TRIPPED
4. ELECTRICAL SYSTEM - FAILURE, TOTAL
5. ANNUNCIATOR PANEL LIGHTS - INOPERATIVE

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. LOWERING OF FLAPS - NOT POSSIBLE - PILOT IN COMMAND
9. WEATHER CONDITION - FOG
10. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,10

Factor(s) relating to this accident is/are finding(s) 5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2556 2/21/82 BLOOMINGTON, IN A/C Reg. No. N378NE Time (Lcl) - 1314 EST

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

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

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

Make/Model - FAIRCHILD-HILLER 227C	Eng Make/Model - ROLLS-ROYCE 532-7	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 41450	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 5	Rated Power - 2280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BLOOMINGTON, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BLOOMINGTON, IN	MONROE COUNTY
Wind Dir/Speed- 300/014 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 2500 FT BROKEN	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - UNK/NR
Obstructions to Vision- NONE	RADAR MONITORED	
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)
ATP	Current - UNK/NR	Total - 14775
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 69
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING PRE-POSITIONED FOR A SCHEDULED FLIGHT. DURING A VISUAL APPROACH TO LAND, THE CAPTAIN (PIC) CALLED FOR THE FLAPS TO BE LOWERED IN INCREMENTAL SETTINGS (16.5, 27 & 40 DEG). THE FLAP HANDLE WAS MOVED TO THE APPROPRIATE POSITIONS, BUT REPORTEDLY, NEITHER OF THE PILOTS LOOKED AT THE FLAP INDICATOR. THE PIC STATED THAT DURING THE FLARE, THE AIRCRAFT SETTLED AND CONTACTED THE RUNWAY QUITE HARD. HE IMMEDIATELY LOOKED DOWN AND SAW THE FLAP INDICATOR AT 16.5 DEG, THEN NOTICED THE FLAPS HAD EXTENDED TO 40 DEG. THE COPILOT SAW THE FLAPS AT 30 DEG AND MOVING TO FULL DOWN. DURING TOUCHDOWN, THE FUSELAGE WAS DAMAGED AROUND THE TAIL BUMPER/SKID TO THE LOWER PORTION OF THE PRESSURE BULKHEAD. ON A SUBSEQUENT FLIGHT FOR REPAIR, THE FLAPS OVER-RAN THE UP-LIMIT MICROSWITCH AND THEN WOULD NOT EXTEND. THE AIRCRAFT WAS EQUIPPED WITH A MODEL FPC-75 GROUND PROXIMITY WARNING SYSTEM IN ACCORDANCE WITH STC SA1176CE AND WAS WIRED INTO THE FLAP SELECTOR SWITCH. IT WOULD HAVE PROVIDED A WARNING IF IT HAD DETECTED FLAP PSN.

Brief of Accident (Continued)

File No. - 2556

2/21/82

BLOOMINGTON, IN

A/C Reg. No. N378NE

Time (Lcl) - 1314 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LOWERING OF FLAPS - SELECTED - PILOT IN COMMAND
2. LOWERING OF FLAPS - NOT OBTAINED - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2509 9/17/82 INDIANAPOLIS, IN A/C Reg. No. N730M Time (Lc1) - 2325 EST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, CARGO	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 - BEECH G18S	Eng Make/Model - P & W R985	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COLUMBUS, OH	INDIANAPOLIS INTERN.
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7604/ 150
Cloud Conditions(1st) - 2200 FT	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4750
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1550
		Instrument- 967
		Multi-Eng - 4350
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT VEERED TO THE LEFT JUST AFTER ROTATION. HE PUSHED THE PROPELLER, POWER AND MIXTURE CONTROLS FORWARD. THE LEFT WING AND LEFT MAIN GEAR STRUCK THE GROUND. THE AIRCRAFT THEN BEGAN TO SPIN WHILE IN GROUND CONTACT. THE LEFT PROPELLER WAS FOUND IN A FEATHERED POSITION. FURTHER GROUND TESTING OF THE PROPELLER INDICATED NORMAL FUNCTIONING OF THE FEATHERING AND UNFEATHERING SYSTEM.

Brief of Accident (Continued)

File No. - 2509

9/17/82

INDIANAPOLIS, IN

A/C Reg. No. N730M

Time (Lc1) - 2325 EST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - DEPLOYED INADVERTENTLY
 2. UNDETERMINED
-

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

Finding(s)

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2516 10/17/82 INDIANAPOLIS,IN A/C Reg. No. N173MA Time (Lcl) - 1530 EST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries	
COMMUTER	SUBSTANTIAL		Fatal	Serious
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Accident Occurred During -TAXI				Minor
				None
				2
				6

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

Make/Model - SWEARINGEN SA227-AC	Eng Make/Model - AIRESEARCH TPE-331	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 22	Rated Power - 1000 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MILWAUKEE,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	INDIANAPOLIS,IN	INDIANAPOLIS INT'L. APRT.
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 25000 FT OVERCAST	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)
ATP	Current - YES	Total - 5832
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 3800
		Last 30 Days- UNK/NR
		Instrument- 925
		Last 90 Days- 280
		Multi-Eng - 4100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT WING STRUCK A BUILDING DURING TAXI INTO THE PASSENGER GATE. GROUND PERSONNEL WERE STATIONED ON EACH SIDE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2516

10/17/82

INDIANAPOLIS, IN

A/C Reg. No. N173MA

Time (Lc1) - 1530 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. PROPER ASSISTANCE - INADEQUATE - GROUND PERSONNEL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2472 10/28/82 GEORGETOWN,IN A/C Reg. No. N929B Time (Lcl) - 1430 EST

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

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

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

Make/Model - BELL 47D1	Eng Make/Model - FRANKLIN	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - UNK/NR	

-----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- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 401
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 4
		Multi-Eng - 33
		Rotorcraft - 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED TO TAKEOFF FROM AREA THAT WAS DIFFICULT TO EXIT. HE RELANDED ONCE. DURING THE 2ND ATTEMPT TO FLY OUT, THE HELICOPTER COLLIDED WITH TREES AND CRASHED. THE PILOT WAS NOT RATED IN HELICOPTERS, BUT HE SAID HE HAD SOLOED.

Brief of Accident (Continued)

File No. - 2472

10/28/82

GEORGETOWN, IN

A/C Reg. No. N929B

Time (Lcl) - 1430 EST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2578 11/21/82 BATESVILLE, IN A/C Reg. No. N4503R Time (Lcl) - 2000 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

-----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-320-3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 360/005 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 800 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
DELPHI, IN
Destination
BELTSVILLE, IN

Airport Proximity
ON AIRPORT

Airport Data

BATESVILLE
Runway Ident - 18
Runway Lth/Wid - 5000/ 80
Runway Surface - CONCRETE
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - NDB

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

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

Total	-	438	Last 24 Hrs -	4
Make/Model-	353		Last 30 Days-	20
Instrument-	94		Last 90 Days-	38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING AN NDB APPROACH TO THE AIRPORT, RUNWAY 18, THE AIRCRAFT TOUCHED DOWN PAST THE MIDPOINT OF THE RUNWAY. THE PILOT STATED THAT DURING HIS INITIAL ATTEMPT TO BRAKE THE AIRCRAFT, BEFORE RETRACTING FLAPS, THE AIRCRAFT BALLOONED AND DEPARTED THE RUNWAY. THE NOSE GEAR STRUCK A RUNWAY LIGHT.

Brief of Accident (Continued)

File No. - 2578

11/21/82

BATESVILLE, IN

A/C Reg. No. N4503R

Time (Lc1) - 2000 EST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL
6. OBJECT - RUNWAY LIGHT

----Probable Cause----

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

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. - 2538 10/01/82 OLATHE,KS A/C Reg. No. N8343A Time (Lcl) - 1740 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 140/010 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 5000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHATTANOOGA,TN
Destination
OLATHE,KS

Airport Proximity
ON AIRPORT

Airport Data

JOHNSON COUNTY EXECUTIVE
Runway Ident - 17
Runway Lth/Wid - 4099/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Apch/Lndg - VISUAL FULL CIRCUIT

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 240
Last 24 Hrs - 4
Make/Model- 30
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 9

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL THE AIRCRAFT SWERVED LEFT, RAN OFF THE RUNWAY CROSSING A GRASSY AREA AND A PARALLEL TAXIWAY. HE SAID THAT THE NOSE SEEMED TO REMAIN HIGHER THAN NORMAL, AS IF THE NOSE GEAR HAD NOT FULLY RETRACTED INTO ITS UPPER BARREL. DETERMINATION OF PRE-ACCIDENT CONDITION OF THE STRUT WAS NOT POSSIBLE DUE TO DAMAGE INCURRED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2538

10/01/82

OLATHE,KS

A/C Reg. No. N8343A

Time (Lcl) - 1740 CDT

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

Finding(s)

1. LANDING GEAR,NOSEWHEEL STEERING - MOVEMENT RESTRICTED
 2. UNDETERMINED
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2510

9/20/82

GREENVILLE,KY

A/C Reg. No. N143W

Time (Lc1) - 1600 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -CROP CONTROL RELATED FLIGHT

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 133

ON GROUND

Pass

0

0

0

0

Accident Occurred During -CRUISE

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

Make/Model - GRUMMAN G-164

Eng Make/Model - P & W R-985

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3750

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- 090/005 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

LITCHFIELD,KY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - 1720

Last 24 Hrs - 2

SE LAND,ME LAND

Months Since - UNK/NR

Make/Model- 705

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 115

Last 90 Days- 110

Multi-Eng - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE CARETAKER OF MUHLENBURG AIRPORT, N143W WAS HAVING CARBURETOR PROBLEMS WHEN IT ARRIVED TO REFUEL PRIOR TO THE ACCIDENT FLIGHT. THE CARETAKER STATED THAT THE PILOT LEFT THE ENGINE RUNNING WHILE HE REFUELED BECAUSE THE PILOT SAID IT WOULDN'T START. APPROXIMATELY FIFTEEN MINUTES AFTER DEPARTURE FROM THE REFUELING STOP THE PILOT STATED THE AIRCRAFT LOST POWER AND HE WAS FORCED TO MAKE AN EMERGENCY LANDING. DURING THE LANDING, THE AIRCRAFT RAN UP A SLOPE IN A STRIP MINE, JUMPED A DITCH, THEN NOSED OVER AND BURNED.

Brief of Accident (Continued)

File No. - 2510

9/20/82

GREENVILLE, KY

A/C Reg. No. N143W

Time (Lcl) - 1600 EST

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

Finding(s)

1. FUEL SYSTEM. CARBURETOR - FAILURE, PARTIAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - 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. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2511

9/23/82

LONDON, KY

A/C Reg. No. N30MW

Time (Lcl) - 1908 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	3

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

Fire
NONE

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

Make/Model - PIPER PA-31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 8

Eng Make/Model - LYCOMING TIO-54-AIA
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - UNK/NR
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- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
PALM BEACH, FL
Destination
LONDON, KY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LONDON-CORBIN
Runway Ident - 23
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5800	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON A FLIGHT FROM PALM BEACH, FL TO LONDON, KY. FIVE MILES SHORT OF RUNWAY 23 AT LONDON, BOTH ENGINES QUIT AND THE AIRCRAFT MADE A FORCED LANDING. POST CRASH EXAMINATION REVEALED LESS THAN ONE GALLON OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 2511

9/23/82

LONDON, KY

A/C Reg. No. N30MW

Time (Lc1) - 1908 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2529 10/04/82 HAZARD, KY A/C Reg. No. N188CB Time (Lcl) - 0523 EST

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

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CHARLOTTE, NC	HAZARD
Wind Dir/Speed- 045/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2300/ 60
Cloud Conditions(1st) - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2800
SE LAND	Months Since - 12	Make/Model- 830
	Aircraft Type - UNK/NR	Instrument- 300
		Multi-Eng - 65
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRPORT WAS LOCATED IN A VALLEY, AND DUE TO THE TERRAIN, IT WAS NECESSARY TO TAKEOFF ON RUNWAY 17 WITH A QUARTERING LEFT TAIL WIND. HE REPORTED THAT A MOUNTAIN WAS LOCATED CLOSE TO THE RUNWAY CENTERLINE (TO THE RIGHT) AS WELL AS POWER LINES AND OTHER HAZARDS. REPORTEDLY, THE AIRCRAFT WAS MANEUVERED 200 FT LEFT OF THE CENTERLINE AS IT WAS CONFIGURED FOR A CLIMB. THE PILOT REPORTED THAT AT ABOUT 500 FT AGL, HE ENCOUNTERED WIND SHEAR OR A DOWNDRAFT, THE AIRSPEED DROPPED FROM 110 TO JUST UNDER 90 MPH AND SOME ALTITUDE WAS LOST. REPORTEDLY, HE APPLIED FULL POWER, THEN REALIZED HE HAD BECOME TEMPORARILY DISORIENTED WHEN HE SAW THAT HIS HEADING HAD CHANGED 20 DEG TO THE LEFT. AS HE ATTEMPTED TO CORRECT THE SITUATION, THE PLANE STRUCK SEVERAL TREES, THEN HIT THE GROUND.

Brief of Accident (Continued)

File No. - 2529

10/04/82

HAZARD, KY

A/C Reg. No. N188CB

Time (Lc1) - 0523 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. WEATHER CONDITION - FOG
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - TREE(S)
-

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

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

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

National Transportation Board
Washington, D.C. 20591

Brief of Accident

File No. - 2568 10/31/82 WITTENSVILLE, KY A/C Reg. No. N12KW Time (Lcl) - 0015 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
ON GROUND Pass 0

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

Make/Model - VANHOOSE/SCORPIO EXECUTIVE
Landing Gear - SKID
Max Gross Wt - 1800
No. of Seats - 2

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

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 036/006 KTS

Visibility - 30.0 SM

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
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 - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	388	Last 24 Hrs	-	2
Make/Model-	38		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	42	
Rotorcraft	-	38			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON HIS APPROACH FOR LANDING A GUST OF WIND CAUSED THE HELICOPTER TO CLIMB AND THEN DESCEND RAPIDLY. DURING THIS TIME THE PILOT STATED HE APPLIED POWER AND AT THE SAME TIME KEPT ADDING MORE AND MORE COLLECTIVE, BUT THE HELICOPTER KEPT SINKING AND CRASHED. AFTER IMPACT, THE HELICOPTER ROLLED OVER ON ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 2568

10/31/82

WITTENSVILLE, KY

A/C Reg. No. N12KW

Time (Lcl) - 0015 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
 5. FLARE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 2580 11/19/82 FULTON, KY A/C Reg. No. N2551S Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA T-337C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 10.0 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
JACKSON, MS
Destination
FULTON, KY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

FULTON
Runway Ident - 27
Runway lth/Wid - 2700/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND, ME LAND, SE SEA

GLIDER

Instrument Rating(s) - AIRPLANE

Age - 60

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6754	Last 24 Hrs	- 5
Make/Model-	146	Last 30 Days-	UNK/NR
Instrument-	855	Last 90 Days-	12
Multi-Eng -	2968		

-----Narrative-----

THE PILOT STATED THAT A NORMAL SHORT FIELD APPROACH TO RUNWAY 27, WITH THE STALL WARNING HORN SOUNDING OCCASIONALLY AND TOUCHDOWN APPROXIMATELY 200 FEET FROM THE THRESHOLD WAS ACCOMPLISHED. HE ALSO STATED THAT AFTER PASSING THE FIRST HALF OF THE RUNWAY HE REALIZED HE WAS FAST AND PUMPED AND APPLIED MORE BRAKES AND RAISED THE FLAPS. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY, DOWN AN ENBANKMENT INTO A MARSHY AREA. STATE POLICE REPORTED SKID MARKS, WHICH LED TO THE AIRCRAFT, BEGAN ABOUT MIDWAY ALONG THE RUNWAY. THE AIRCRAFT CAME TO REST ABOUT 200 FEET PAST THE DEPARTURE THRESHOLD.

Brief of Accident (Continued)

File No. - 2580

11/19/82

FULTON, KY

A/C Reg. No. N2551S

Time (Lcl) - 1600 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - WET
-

-----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. - 2525 8/27/82 JAMESTOWN, LA A/C Reg. No. N5754P Time (Lcl) - 1000 CIT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXTERNAL LOAD
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 270 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- 270/012 KTS
Visibility - 18.0 SM
Cloud Conditions(1st) - 25000 FT
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, ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5035
Last 24 Hrs - 4
Make/Model- 337
Last 30 Days- 24
Instrument- 677
Last 90 Days- 139
Multi-Eng - 2272
Rotorcraft - 850

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT WAS CONDUCTING AERIAL BURNING OPERATIONS OVER A WOODED AREA WHEN HE HEARD A LOUD BANG FROM THE ENGINE AREA OF THE HELICOPTER. AT THAT TIME, THE HELICOPTER WAS APPROXIMATELY 20 FT ABOVE THE TALLEST TREE IN THE AREA WITH THE AERIAL TORCH BURNING. THE PILOT REPORTED THAT THE RPM AUDIO IMMEDIATELY CAME ON AND THE HELICOPTER BEGAN TO DESCEND. HE KEYED THE MICROPHONE AND CALLED "ENGINE FAILURE, ENGINE FAILURE" TWICE, AND DIRECTED THE HELICOPTER TO THE CLEAREST AREA. AFTER CRASHING INTO TREES, THE PILOT MANAGED TO CRAWL OUT. THE HELICOPTER WAS DESTROYED BY IMPACT AND FIRE. AN INVESTIGATION REVEALED THAT THE MAIN DRIVE SHAFT, PN 206-040-110-3, HAD FAILED, THUS DISCONNECTING THE ENGINE FROM THE MAIN ROTOR.

Brief of Accident (Continued)

File No. - 2525

8/27/82

JAMESTOWN, LA

A/C Reg. No. N5754P

Time (Lc1) - 1000 CIT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2438 9/26/82 COUSHATTA, LA A/C Reg. No. N3153G Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - KEN BROCK KB-2	Eng Make/Model - HAPI 2410BB	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 10 LBS THRUST		

-----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		RED RIVER PARISH
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Cloud Conditions(1st) - 30000 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT, NONE	Current - N/A	Total - 700
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS APPROACHING FOR A LANDING IN HIS HOME BUILT GYROCOPTER AT ABOUT 100 FT AGL WHEN IT SUDDENLY NOSED DOWN AND CRASHED IN ABOUT A 60 DEG DESCENT. A WITNESS STATED THAT IT IMPACTED ON ITS SIDE, SLIGHTLY INVERTED. NO PREIMPACT MALFUNCTIONS WERE NOTED. THE PILOT'S STUDENT LICENSE HAD EXPIRED ON 10/31/81. THE AIRCRAFT WAS NOT CERTIFICATED AND THE REGISTRATION WAS PENDING.

Brief of Accident (Continued)

File No. - 2438

9/26/82

COUSHATTA, LA

A/C Reg. No. N3153G

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNDETERMINED
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2537 10/15/82 IOTA, LA

A/C Reg. No. N89003

Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	1	0	
Pass 0	0	0	0	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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- 120/003 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
NEW IBERIA, LA
Destination
IOTA, LA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

PRIVATE FARM STRIP
Runway Ident - 18
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 201	Last 24 Hrs - 1
Make/Model- 189	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 93

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CHOSE TO LAND ON A PRIVATE FARM LANDING STRIP WITH A 2000 FOOT SOD-SURFACE RUNWAY AND 50 FOOT TREES AT THE NORTH END OF THE STRIP. THE PILOT TOUCHED DOWN LONG, AND ATTEMPTED A GO-AROUND BUT THE AIRCRAFT CONTACTED TALL BRUSH. THE AIRCRAFT VEERED TO THE LEFT AND COLLIDED WITH A POWER LINE.

Brief of Accident (Continued)

File No. - 2537

10/15/82

IOTA,LA

A/C Reg. No. N89003

Time (Lcl) - 0800 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. OBJECT - TREE(S)
2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. TERRAIN CONDITION - WET

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,7

Factor(s) relating to this accident is/are finding(s) 6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2405 8/08/82 WELLESLEY,MA A/C Reg. No. N4463M Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	0	0
			0		1
			0		1

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CONCORD,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORWOOD,MA	
Wind Dir/Speed- UNK/NR	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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - 786
	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 361
		Last 30 Days- UNK/NR
		Instrument- 41
		Last 90 Days- 6

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT EXPERIENCED A POWER LOSS AND DECAYING RPM AND DECIDED TO LAND SHORT OF DESTINATION WHICH WAS 10 MILES AWAY. AFTER SURVEYING A POND FOR LANDING, THE RPM WAS 600 AND THE LANDING WAS HARD ENOUGH TO DAMAGE THE FLOATS. AS INSPECTION REVEALED A BLOCKAGE IN THE FUEL LINES.

Brief of Accident (Continued)

File No. - 2405

8/08/82

WELLESLEY, MA

A/C Reg. No. N4463M

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, LINE - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - WATER, GLASSY

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2402

8/16/82

GARDNER, MA

A/C Reg. No. N3366H

Time (Lcl) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

1

-----Aircraft Information-----

Make/Model - ERCOUE 415C

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1260

No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 85 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 30.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GARDNER MUNICIPAL

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 - YES

Months Since - 77

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 211

Make/Model- 42

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER DURING FLIGHT AND THE PILOT ENGAGED THE STARTER WITH THE PROP WINDMILLING. THE STARTER GEAR WAS FOUND SHATTERED AND THE STARTER GEAR TEETH WERE SCATTERED THROUGH VARIOUS PARTS OF THE ENGINE. NO REASON WAS FOUND FOR THE ORIGINAL ENGINE POWER LOSS. DURING A FORCED LANDING, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2402

8/16/82

GARDNER,MA

A/C Reg. No. N3366H

Time (Lc1) - 1015 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

Finding(s)

2. ENGINE ACCESSORIES,ENGINE STARTER - OVERLOAD
3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2498

11/05/82

NANTUCKET,MA

A/C Reg. No. N7689Y

Time (Lcl) - 1900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 340/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

PROVIDENCE,RI

Destination

NANTUCKET,MA

Airport Proximity

ON AIRPORT

Airport Data

NANTUCKET

Runway Ident - 33

Runway Lth/Wid - 4000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

GLIDER

Age - 56

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6715

Make/Model- 5788

Instrument- 1106

Multi-Eng - 5770

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT APPROACHED RUNWAY AND RIGHT WING DROPPED. PILOT CORRECTED WITH FULL POWER AILERON AND ELEVATOR. AIRCRAFT YAWED AND ROLLED TO LEFT. LEFT WING HIT AND MAIN GEAR COLLAPSED. AIRCRAFT GROUNDLOOPED AND STOPPED.

Brief of Accident (Continued)

File No. - 2498

11/05/82

NANTUCKET, MA

A/C Reg. No. N7689Y

Time (Lc1) - 1900 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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 LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
4. 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. - 2458

6/05/82

SNOW HILL, MD

A/C Reg. No. N8193Y

Time (Lcl) - 0952 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
2	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 040/007 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 300 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CALDWELL, NJ
Destination
SALISBURY, MD

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS - COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SALISBURY-WICOMICO
Runway Ident - 32
Runway Lth/Wid - 5500/ 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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT/OWNER AND ANOTHER OCCUPANT WITH A COMMERCIAL CERTIFICATE AND AN INSTRUMENT RATING TOOK OFF ON A IFR FLIGHT PLAN. THE WEATHER AT THE DEPARTURE POINT AND DESTINATION WAS CHARACTERIZED BY LOW CEILINGS AND REDUCED VISIBILITIES IN FOG AND RAIN. REPORTEDLY, THE PILOT HAD TROUBLE COMPLYING WITH ATC CLEARANCES AND DIRECTIONS. DURING ARRIVAL, THE PILOT APPROACHED THE OUTER MARKER FOR AN ILS IN SUCH A MANNER THAT REQUIRED A PROCEDURE TURN. AFTER REPORTING OUTBOUND FROM THE OUTER MARKER, THE PILOT WAS INSTRUCTED (BY APPROACH CONTROL) TO CONTACT SALISBURY RADIO ON ANOTHER FREQUENCY. SHORTLY AFTER THAT, RADIO AND RADAR CONTACT WERE LOST. THE AIRCRAFT CRASHED ABOUT 6 MI SOUTHEAST OF THE AIRPORT WHILE IN A NOSE LOW LEFT BANK. NO PREIMPACT FAILURES WERE FOUND DURING AN EXAMINATION OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2458

6/05/82

SNOW HILL, MD

A/C Reg. No. N8193Y

Time (Lc1) - 0952 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. 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) 1,2,6

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. - 2433 9/27/82 FOREST HILL, MD A/C Reg. No. N11562 Time (Lcl) - 2010 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MARTINS, MD

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 262
Make/Model	- 29
Instrument	- 11
Last 24 Hrs	- 1
Last 30 Days	- UNK/NR
Last 90 Days	- 14

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ENGINE LOST POWER AND THE AIRCRAFT CRASHED IN A CORNFIELD. THE PILOT TURNED LEFT TO AVOID A CONGESTED AREA AND MADE GROUND CONTACT WITH THE LEFT WING FIRST. THE AIRCRAFT WAS DEMOLISHED BY IMPACT AND FIRE. THE PILOT SAYS HE HAD A QUARTER OF A TANK OF FUEL IN EACH TANK AND WAS FLYING TO AN OTHER AIRPORT TO BUY FUEL.

Brief of Accident (Continued)

File No. - 2433

9/27/82

FOREST HILL, MD

A/C Reg. No. N11562

Time (Lc1) - 2010 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2425 10/15/82 MITCHELLVILLE, MD A/C Reg. No. N6214F Time (Lcl) - 1905 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	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/003 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 5500 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point
LEE AIRPORT, MD

Destination
MITCHELLVILLE, MD

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - UNK/NR

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

FREEWAY

Runway Ident - 36

Runway Lth/Wid - 2150/ 100

Runway Surface - ASPHALT

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	84	Last 24 Hrs -	1
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Make/Model-	12	Last 30 Days-	UNK/NR
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Instrument-	2	Last 90 Days-	43
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Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS LANDED WITH 20 DEGREES FLAPS AT 67 MPH. IT CONTINUED OFF THE END OF THE 2,150 FOOT RUNWAY. WENT THROUGH A FENCE AND CAME TO REST AT THE EDGE OF HIGHWAY ROUTE 50. THE HANDBOOK RECOMMENDED 40 DEGREES OF FLAPS AND A 61 MPH APPROACH SPEED.

Brief of Accident (Continued)

File No. - 2425

10/15/82

MITCHELLVILLE, MD

A/C Reg. No. N6214F

Time (Lcl) - 1905 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
 2. LOWERING OF FLAPS - INADEQUATE - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2521

7/26/82

PORT SHELDON TWNSP,MI

A/C Reg. No. N3247H

Time (Lcl) - 1043 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

1

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - ERCOUCPE 415C

Eng Make/Model - CONTINENTAL C-85-12

ELT Installed/Activated - YES/NO

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 - 2

Rated Power - 85 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD. SOURCE UNK

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 290/008 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - 13000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

INTERLOCHEN,MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PARK TOWNSHIP

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 45

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 276

Last 24 Hrs - 2

SE LAND

Months Since - 5

Make/Model- 268

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 15

Last 90 Days- 64

Instrument Rating(s) - NONE

-----Narrative-----

DURING A VFR FLIGHT ALONG LAKE MICHIGAN SHORELINE THE PILOT ENCOUNTERED A DECREASE IN CEILING HEIGHT. THE PILOT CHOSE TO MAKE A 180 DEGREES MANEUVER AND RETURN TO THE AIRPORT BUT DURING THE TURN ENCOUNTERED A FOG BANK. THE PILOT DECENDED TO AVOID THE FOG BANK AND INADVERTENTLY CRASHED INTO THE LAKE.

Brief of Accident (Continued)

File No. - 2521

7/26/82

PORT SHELDON TWNSP, MI

A/C Reg. No. N3247H

Time (Lcl) - 1043 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - HAZE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2492 8/16/82 PLYMOUTH,MI A/C Reg. No. N641D Time (Lc1) - 1910 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - DRAGON FLY	Eng Make/Model - VOLKSWAGON 1835	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1075	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		METTETAL
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 50
Cloud Conditions(1st) - 4500 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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 80
SE LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- 2
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

TEST FLIGHT IN NEW EXPERIMENTAL AIRCRAFT. DURING THE FIRST LANDING THE AIRCRAFT BALLOONED, STALLED AND IMPACTED LEFT WING FIRST.

Brief of Accident (Continued)

File No. - 2492

8/16/82

PLYMOUTH, MI

A/C Reg. No. N641D

Time (Lcl) - 1910 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2515

10/16/82

SAULT STE MARIE, MI

A/C Reg. No. N9192V

Time (Lc1) - 2035 EDT

-----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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - MOONEY M20E

Eng Make/Model - LYCOMING IO-360-A1A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2575

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed- 320/015 KTS

Visibility - .250 SM

Cloud Conditions(1st) - 1000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- BLOWING SNOW

Precipitation - SNOW

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

PLAINWELL, MI

Destination

SAULT STE MARIE, MI

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,PRIVATE

SE LAND,SE SEA,ME LAND

Age - 42

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 - 1515

Make/Model- 65

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A VMC FLIGHT PLAINWELL, MI. TO SAULT ST MARIE, MI. PRIOR TO AND DURING THE FLIGHT THE PILOT OBTAINED WEATHER BRIEFINGS ON CONDITIONS RELATIVE TO HIS INTENDED ROUTE OF FLIGHT. A WITNESS NEAR THE CRASH SITE STATED THE AIRCRAFT PASSED OVER HER HOUSE TWO TIMES BEFORE SHE HEARD A LOUD THUMP. THE WEATHER AT THE ACCIDENT SITE WAS LOW OVERCAST, VISIBILITY 1/4 MILE AND SNOW.

Brief of Accident (Continued)

File No. - 2515

10/16/82

SAULT STE MARIE, MI

A/C Reg. No. N9192V

Time (Lc1) - 2035 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. OBJECT - TREE(S)
8. 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) 3,5,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2530 10/23/82 DILLON,MI A/C Reg. No. N4AM Time (Lc1) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	1	0	0	0
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	1	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC		
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 6000 FT BROKEN	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - 15000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1499
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 821
		Instrument- 137
		Multi-Eng - 14
		Last 30 Days- UNK/NR
		Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND THREE PASSENGERS DEPARTED DILLON, MT AT ABOUT 0740 MDT TO SCOUT FOR ELK IN PREPARATION FOR HUNTING THE NEXT DAY. ACCORDING TO A PASSENGER, THEY FLEW DIRECTLY TO A MOUNTAIN AREA ABOUT 30 MILES AWAY WHERE THEY SPOTTED SOME ELK. HE SAID THAT WHILE THEY WERE TURNING AROUND FOR A BETTER VIEW, THE GROUND SUDDENLY CAME UP FAST, AND THEY CRASHED. THE AIRCRAFT IMPACTED A 25 DEG RISING SLOPE AT AN ELEVATION OF ABOUT 7400 FT MSL. THREE OF THE FOUR OCCUPANTS DID NOT HAVE THEIR SEAT BELTS FASTENED.

Brief of Accident (Continued)

File No. - 2530

10/23/82

DILLON,MI

A/C Reg. No. N4AM

Time (Lc1) - 0800 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DAWN
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. TERRAIN CONDITION - HIGH TERRAIN
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
 7. TERRAIN CONDITION - RISING
 8. SEAT BELT - NOT USED - PASSENGER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2572 11/21/82 MILAN, MI

A/C Reg. No. N8836K

Time (Lcl) - 1645 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	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 4

Eng Make/Model - FRANKLIN 165
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - 1500 FT
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

MILAN
Runway Ident - 18
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)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 382	Last 24 Hrs	- 1
Make/Model-	302	Last 30 Days-	4
Instrument-	4	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON DOWNWIND THE PILOT STATED HE "PULLED THE CARBURATOR HEAT ON AND ALMOST IMMEDIATELY REDUCED THE POWER." AT THIS POINT THE ENGINE STOPPED. ALTHOUGH HE ATTEMPTED TO RESTART THE ENGINE WHILE EXECUTING EMERGENCY PROCEDURES, THE ENGINE FAILED TO RESPOND. THE PLANE TOUCHED DOWN, SHORT OF THE RUNWAY AND TRAVELED ABOUT 25 FEET BEFORE NOSING OVER ON ITS BACK. THE ENGINE EXAMINATION REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2572

11/21/82

MILAN,MI

A/C Reg. No. N8836K

Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - 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)

4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2493 8/22/82 ST. PAUL,MN A/C Reg. No. N76778 Time (Lcl) - 1719 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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- 340/012 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
BLAKESBURG,IA
Destination
ST. PAUL,MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ST. PAUL DOWNTOWN
Runway Ident - 03
Runway Lth/Wid - 5401/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR
SE LAND,SE SEA,ME LAND

Age - 49

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	2600	Last 24 Hrs	-	4
Make/Model	-	335	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	17
Multi-Eng	-	45			

Instrument Rating(s) - UNK/NR

-----Narrative-----

PILOT DID NOT STOW STARTER CRANK PROPERLY. DURING A LANDING THE AIRCRAFT TOUCHED DOWN ALMOST SIDEWAYS, WENT DOWN ON A WINGTIP AND UP ON ITS NOSE. THE STARTER CRANK WAS FOUND JAMMED IN THE RUDDER CONTROLS.

Brief of Accident (Continued)

File No. - 2493

8/22/82

ST. PAUL,MN

A/C Reg. No. N76778

Time (Lc1) - 1719 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROL, RUDDER - JAMMED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2593 11/25/82 RED WING, MN A/C Reg. No. N18236 Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - LYCOMING O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OWATONNA, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RED ING, MN	Runway Ident - UNK/NR
Wind Dir/Speed- 210/011 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - 3000 FT	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 85
		Last 30 Days- 0
		Instrument- 2
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ENROUTE TO RED WING, MN HE RAN INTO DETERIORATING WEATHER AND THE ENGINE STARTED TO RUN ROUGH. HE DECIDED TO EXECUTE A PRECAUTIONARY LANDING INTO A HAY FIELD RATHER THAN ENCOUNTER DARKNESS AND ADVERSE WEATHER CONDITIONS WITH A ROUGH RUNNING ENGINE. DURING THE LANDING HE LOST DIRECTIONAL CONTROL AND THE AIRCRAFT NOSED OVER. EXAMINATION AND RUN-UP OF THE ENGINE AFTER THE ACCIDENT REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2593

11/25/82

RED WING,MN

A/C Reg. No. N18236

Time (Lcl) - 1615 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - FOG
6. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

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) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2413 9/05/82 LAKE OF THE OZARKS, MO A/C Reg. No. N6339F Time (Lcl) - 2045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		1	0	0	0
Accident Occurred During	-MANEUVERING	NONE		1	1	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 160/005 KTS	- N/A
Visibility	- 15.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 20000 FT BROKEN	- N/A
Cloud Conditions(2nd)	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4599
SE LAND,ME LAND	Months Since - 8	Make/Model - 33
	Aircraft Type - C-150	Instrument - UNK/NR
		Multi-Eng - 2814
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT THE PILOT MADE A LOW PASS AT A COVE, THEN FLEW OUT OVER THE WATER, TURNED AND FLEW BACK AT LOW ALTITUDE. DURING A SECOND LOW PASS, IT STRUCK ELECTRICAL CABLES THAT CROSSED THE COVE. AFTER HITTING THE CABLES, THE AIRCRAFT CRASHED IN A WOODED AREA. THE SURVIVING PASSENGER STATED THAT HE WAS TAKING PICTURES AND WAS LOOKING OUT THE SIDE OF THE AIRCRAFT, THUS HE DID NOT SEE THE CABLES BEFORE IMPACT. THE PASSENGER LIVED WITH HIS MOTHER IN ONE OF THE HOUSES NEAR THE FLIGHT PATH OF THE AIRCRAFT. A TOXICOLOGICAL CHECK OF THE PILOT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.162%.

Brief of Accident (Continued)

File No. - 2413

9/05/82

LAKE OF THE OZARKS,MO

A/C Reg. No. N6339F

Time (Lcl) - 2045 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. 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) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2536 10/12/82 LEXINGTON,MO A/C Reg. No. N28M Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0	
Accident Occurred During -STANDING							

-----Aircraft Information-----

Make/Model - SMITH MINIPLANE MINI	Eng Make/Model - LYCOMING O-290G	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 125 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LIBERTY,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LEXINGTON,MO	LEXINGTON MUNICIPAL
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2270/ 140
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - UNK/NR	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)
PRIVATE	Current - YES	Total - 270
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 52
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI FOR TAKEOFF THE PILOT SMELLED FUEL FUMES IN THE COCKPIT AND NOTICED FUEL LEAKAGE UNDER THE FUEL TANK, LOCATED ABOVE THE PILOTS LEG. THE PILOT THEN PARKED THE AIRCRAFT AND SHUTDOWN THE ENGINE. A FIRE STARTED AFTER HE DEPLANED AND CONSUMED THE FABRIC-COVERED AIRCRAFT. THE SOURCE OF THE FUEL LEAK WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2536

10/12/82

LEXINGTON, MO

A/C Reg. No. N28M

Time (Lcl) - 1330 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. FLUID, FUEL - FUMES
2. FUEL SYSTEM - LEAK

Occurrence #2 FIRE
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

3. FUSELAGE, SKIN - BURNED

-----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. - 2491

11/17/82

WARRENBURG,MO

A/C Reg. No. N64029

Time (Lc1) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

1

2

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - CESSNA 172M

Eng Make/Model - LYCOMING O-320-E2D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 050/011 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 900 FT BROKEN

Cloud Conditions(2nd) - 3000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GRAIN VALLEY,MO

Destination

WARRENSBURG,MO

Airport Proximity

ON AIRPORT

Airport Data

SKYHAVEN

Runway Ident - 18

Runway Lth/Wid - 3900/ 75

Runway Surface - ASPHALT

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 - 49

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 184

Last 24 Hrs - 2

Make/Model- 40

Last 30 Days- UNK/NR

Instrument- 3

Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

PILOT HAD TO TAXI 4000 FEET ON RUNWAY. AIRCRAFT BECAME AIRBORNE, HIT GROUND, AND NOSED OVER DURING THIS TIME. ONE WITNESS SAID AIRCRAFT LOOKED LIKE IT WAS TAKING OFF & STALLED. PILOT SAID HE WAS ONLY GOING 20 MPH.

Brief of Accident (Continued)

File No. - 2491

11/17/82

WARRENBURG,MO

A/C Reg. No. N64029

Time (Lcl) - 1300 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND

2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAXI - FROM 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. - 2566 9/04/82 OPHEIM,MT A/C Reg. No. N6130L Time (Lcl) - 1150 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AMERICAN AVIATION AA1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 009/012 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 9000 FT SCATTERED

Cloud Conditions(2nd) - 12000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OPHEIM,MT

Destination

HELENA,MT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OPHEIM

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 - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 221 Last 24 Hrs - UNK/NR

Make/Model- 138 Last 30 Days- 37

Instrument- 1 Last 90 Days- 94

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOKOFF AND MADE A PASS OVER THE AIRPORT. AT ABOUT 500 FEET THE AIRCRAFT BEGAN TO ROLL AND SPUN TO GROUND IMPACT. INVESTIGATION REVEALED THE PILOT WAS APPARENTLY MANEUVERING AND WING DIPPING FOR HIS FRIENDS ON THE GROUND WHEN THE STALL OCCURRED.

Brief of Accident (Continued)

File No. - 2566

9/04/82

OPHEIM,MT

A/C Reg. No. N6130L

Time (Lc1) - 1150 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2422 10/02/82 MANHATTAN,MT A/C Reg. No. N133RW Time (Lcl) - 1830 MDT

-----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 NONE Crew 0 0 0 1
Pass 0 0 0 0

-----Aircraft Information-----

Make/Model - SCORPION 133 Eng Make/Model - ROTORWAY 133 ELT Installed/Activated - NO -N/A
Landing Gear - SKID Number Engines - 1 Stall Warning System - NO
Max Gross Wt - 1200 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
No. of Seats - 2 Rated Power - 65 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 220/015 KTS
Visibility - 50.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 28
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 500 Last 24 Hrs - 0
Make/Model- 410 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 23
Rotorcraft - 410

Instrument Rating(s) - NONE

-----Narrative-----

BATTERY FAILED BECAUSE IT HAD NOT BEEN CHARGED. NO ON BOARD CHARGING PROVISION. ELECTRIC PUMP COULD NOT OPERATE WITHOUT ELECTRICITY. NO FUEL TO ENGINE. DURING AN AUTOROTATIVE LANDING, THE TAIL ROTOR WAS DAMAGED. WITH NO TAIL ROTOR CONTROL, THE HELICOPTER SLID SIDEWAYS AFTER TOUCHDOWN AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 2422

10/02/82

MANHATTAN, MT

A/C Reg. No. N133RW

Time (Lcl) - 1830 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
 2. FUEL SYSTEM, PUMP - DISABLED
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - 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. - 2514 10/15/82 TOSTON,MT

A/C Reg. No. N5325D

Time (Lcl) - 1130 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

Fire
NONE

Crew
Pass

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 - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 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
BELGRADE,MT
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 112	Last 24 Hrs	- 0
Make/Model-	83	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO PRACTICE SOME LANDINGS ON A GRAVEL ROAD. HE STATED THAT DURING THE FIRST APPROACH, HE WAS HIGH AND ELECTED TO GO AROUND. ON THE SECOND APPROACH, A LANDING WAS MADE. HOWEVER, THE PILOT REPORTED THAT DURING TOUCHDOWN, THE AIRSPEED WAS FAST AND THE AIRCRAFT BEGAN TO PORPOISE. WHEN IT BECAME OBVIOUS THAT THERE WAS INSUFFICIENT ROOM TO COMPLETE THE LANDING, A GO-AROUND WAS INITIATED. AFTER LIFT-OFF, THE AIRCRAFT'S LEFT STABILIZER STRUCK A FENCE POST. SUBSEQUENTLY, THE AIRCRAFT SETTLED, THE NOSEWHEEL STRUCK AN IRRIGATION SYSTEM, AND THE PLANE NOSED OVER. THE DENSITY ALTITUDE WAS ABOUT 4700 FT.

Brief of Accident (Continued)

File No. - 2514

10/15/82

TOSTON,MT

A/C Reg. No. N5325D

Time (Lc1) - 1130 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. OBJECT - FENCE
 7. OBJECT - OBJECT
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2423 10/17/82 RED LODGE,MT A/C Reg. No. N5539M Time (Lcl) - 1439 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Fatal Serious Minor None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

2

0

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2250

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 200/030 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - 12000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RED LODGE,MT

Destination

DENVER,CO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RED LODGE

Runway Ident - 21

Runway Lth/Wid - 2300/ 100

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

ATP

Current - YES

Total - 4242

Last 24 Hrs - 4

SE LAND.ME LAND

Months Since - 6

Make/Model- 101

Last 30 Days- UNK/NR

GLIDER

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 45

Multi-Eng - 520

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE AIRCRAFT LOST AIRSPEED AND STARTED AN UNINITIATED DESCENT. THE PILOT WAS UNABLE TO POWER OUT OF IT AND THE AIRCRAFT CONTACTED TWO BUILDINGS AND A FENCE BEFORE STOPPING IN AN OPEN FIELD. THE WINDS WERE FROM 200 DEGREES AT 30 KTS, GUSTING TO 50 KTS. THE AIRPORT ELEVATION WAS 5762 FT.

Brief of Accident (Continued)

File No. - 2423

10/17/82

RED LODGE,MT

A/C Reg. No. N5539M

Time (Lcl) - 1439 MDT

Occurrence #1

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - MOUNTAIN WAVE
5. WEATHER CONDITION - DOWNDRAFT

Occurrence #2

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)
7. OBJECT - RESIDENCE
8. OBJECT - FENCE

Occurrence #3

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2424 10/31/82 HARDIN,MT

A/C Reg. No. N2824X

Time (Lc1) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY
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 - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 230	Last 24 Hrs - 1
Make/Model- 230	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN FULLY SERVICED WITH FUEL (48 GAL USABLE SUPPLY) AND HAD BEEN FLOWN 1.8 HRS PRIOR TO THIS FLIGHT. REPORTEDLY, THE PILOT HAD RELIED ON HIS FUEL LOG AND FUEL GAUGES, AND DID NOT VISUALLY CHECK THE FUEL QUANTITY DURING THE PREFLIGHT. WHILE ON A GRADUAL DESCENT TOWARD THE AIRPORT, THE ENGINE LOST POWER AND WOULD NOT RESTART. A CRASH LANDING WAS MADE IN PLOWED FIELD ABOUT 1/2 MI FROM THE AIRPORT. NO FUEL WAS FOUND IN THE FUEL TANKS AND LINES. THE AIRCRAFT HAD FLOWN .6 HRS ON THIS FLIGHT OR 2.4 HRS SINCE IT WAS REFUELED. AT 75% POWER, ABOUT 24 GAL WOULD HAVE BEEN CONSUMED. RED FUEL STAINS WERE FOUND ON THE INLET FUEL LINE AND ON THE FIRE WALL BELOW THE LINE. WITH THE COWLING ON, THE PILOT WOULD NOT HAVE BEEN ABLE TO OBSERVE THE STAINS. THE FUEL LINE (PN S1236-8-0280) WAS REMOVED AND PRESSURE CHECKED AT 7 PSI. DURING THE CHECK, A SMALL STREAM OF FUEL ABOUT 1/16 INCH IN DIAMETER WAS NOTED. ALSO, FUEL THEFTS HAD BEEN REPORTED AT THE AIRPORT.

Brief of Accident (Continued)

File No. - 2424

10/31/82

HARDIN, MT

A/C Reg. No. N2824X

Time (Lc1) - 1530 MST

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, LINE - EXHAUSTION
2. FLUID, FUEL - LEAK
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION -

-----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. - 2570 11/12/82 ST. IGNATIUS,MT A/C Reg. No. N733UE Time (Lcl) - 0133 MST

-----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 Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - 2.0 SM
Cloud Conditions(1st) - 14000 FT
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

ST. IGNATIUS
Runway Ident - 26
Runway Lth/Wid - 2500/ 50
Runway Surface - ASPHALT
Runway Status - ICE

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 - 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	-	186	Last 24 Hrs	-	2
Make/Model	-	82	Last 30 Days	-	0
Instrument	-	5	Last 90 Days	-	49

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE PASSENGER DOOR OPENED BEFORE LIFT OFF. HE ATTEMPTED TO BRAKE THE AIRCRAFT IN WET SNOW AND ICE AND SLID OFF THE END OF THE RUNWAY INTO A DITCH. THE INVESTIGATION REVEALED THE AIRCRAFT HAD A PAST HISTORY OF THE ENTRY DOOR LATCH "POPPING OPEN" DURING FLIGHT.

Brief of Accident (Continued)

File No. - 2570

11/12/82

ST. IGNATIUS, MT

A/C Reg. No. N733UE

Time (Lcl) - 0133 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DOOR, PASSENGER - OPEN
2. ADJUSTMENT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - ICY
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2452 4/05/82 BOSTIC, NC A/C Reg. No. N9610J Time (Lcl) - 2000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries
Fatal Serious Minor None

Type of Operation -BUSINESS

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-28-180

Eng Make/Model - LYCOMING O-360-A4A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2400

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - 300 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

RALEIGH, NC

Destination

RUTHERFORDTON, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RUTHERFORD COUNTY

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1279

Make/Model- 260

Instrument- 107

Multi-Eng - 76

Last 24 Hrs - 0

Last 30 Days- 32

Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED IN A STEEP NOSE DOWN ATTITUDE ABOUT 5 MI EAST OF THE DESTINATION AIRPORT. WHEN THE AIRPORT OPERATOR WENT HOME AT ABOUT 1830 EST, HE NOTED THAT A 350 FT MOUNTAIN PEAK NEAR HIS HOME WAS OBSCURED BY CLOUDS. AT ABOUT THAT SAME TIME, HE ESTIMATED THAT THE VISIBILITY WAS 1/8 TO 1/4 MI WITH LIGHT RAIN AND DRIZZLE. AT ABOUT 2000 EST, WITNESSES HEARD AN AIRCRAFT IN THE VICINITY OF THE CRASH SITE. THE SOUND OF THE ENGINE WAS DESCRIBED AS INCREASING AND DECREASING ALTERNATELY, THEN IT CEASED ABRUPTLY WITH THE SOUND OF AN IMPACT. THE PILOT'S WIFE, WHO WAS A CERTIFIED FLIGHT INSTRUCTOR, SAID THAT HIS HABIT WAS TO USE THE 090 DEG RADIAL OF THE SUGARLOAF MOUNTAIN VORTAC TO FLY OVER THE AIRPORT.

Brief of Accident (Continued)

File No. - 2452

4/05/82

BOSTIC,NC

A/C Reg. No. N9610J

Time (Lcl) - 2000 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - CONTINUED - 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

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. - 2465 11/01/82 WINSTON-SALEM,NC A/C Reg. No. N711GD Time (Lcl) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	UNK/NR	Pass	0	0	0
Accident Occurred During	-TAXI					

-----Aircraft Information-----

Make/Model	- BEECH B90	Eng Make/Model	- P & W PT6A-20	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9650	Engine Type	- TURBOPROP	Weather Radar	- UNK/NR
No. of Seats	- 10	Rated Power	- 550 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>COLUMBUS,OH</p> <p>Destination</p> <p>WINSTON-SALEM,NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - TOWER</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SMITH-REYNOLDS</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 6655/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 20600
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 4652
		Multi-Eng - UNK/NR
		Last 24 Hrs - 25
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A FLIGHT TO DELIVER THE AIRCRAFT FOR ROUTINE MAINTENANCE. HE STATED THAT HE LOST RIGHT BRAKING ACTION AS HE WAS APPROACHING THE MAINTENANCE HANGER. HE ATTEMPTED TO MAINTAIN DIRECTIONAL CONTROL WITH PROPELLER REVERSING, BUT THE LEFT WING HIT THE CORNER OF THE HANGER. THE AIRCRAFT THEN PIVOTED INTO THE HANGER AND STRUCK A PARKED BEECH 58P, N5408P. AN EXAMINATION REVEALED THAT THE HYDRAULIC RESERVOIR HAD ONLY 1/2 INCH OF FLUID. AFTER THE RESERVOIR WAS SERVICED, THE RIGHT SHUTTLE VALVE WAS FOUND TO BE LEAKING. THE O-RING SEAL CONNECTING THE PILOTS RIGHT BRAKE PEDDLE TO THE SHUTTLE VALVE WAS FOUND UNSEATED, ALLOWING FLUID PASSAGE.

Brief of Accident (Continued)

File No. - 2465

11/01/82

WINSTON-SALEM, NC

A/C Reg. No. N711GD

Time (Lc1) - 0900 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

2. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
 3. OBJECT - AIRPORT FACILITY
 4. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2408 11/27/82 NEAR MAIDER, NC A/C Reg. No. N53460 Time (Lcl) - 0024 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 3

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 - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 060/005 KTS
Visibility - UNK/NR

Cloud Conditions(1st) - 2000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
VIDALIA, GA
Destination
STATESVILLE, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 156	Last 24 Hrs	- 3
Make/Model	- 32	Last 30 Days	- 8
Instrument	- 3	Last 90 Days	- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CRASHED INTO TREES 6 MILES EAST OF MAIDEN, NC IN DETERIORATING WEATHER. WITNESSES DESCRIBED THE WEATHER AS RAINY AND FOGGY IN THE AREA OF CRASH. SOME HEARD THE AIRCRAFT FLYING LOW BEFORE COLLIDING WITH TREES. THE PILOT WAS OFF COURSE FOR STATESVILLE EVEN AFTER BEING GIVEN A HEADING STEER BY HICKORY, NC. WHEN HE DID NOT FOLLOW THE COURSE TO STATESVILLE, THE HICKORY RADIO OPERATORS TRIED TO STEER HIM TO HICKORY ON A HEADING OF 305 DEGREES. HE SAID HE WAS ESTABLISHED ON THIS HEADING. THIS WAS AT 2003. NO FURTHER TRANSMISSIONS FROM N53460 WERE RECEIVED. ABOUT 22 MI NORTHWEST AT HICKORY, NC, THE WEATHER WAS REPORTED AS 2000 FT OVC, 7 MI VIS WITH FOG. A LOCAL RESIDENT STATED THAT IT WAS RAINING, FOGGY AND DARK AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2408

11/27/82

NEAR MAIDER, NC

A/C Reg. No. N53460

Time (Lcl) - 0024 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. WEATHER CONDITION - RAIN
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. WEATHER CONDITION - FOG
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2494 8/22/82 BISMARCK,ND A/C Reg. No. N3004B Time (Lcl) - 1253 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 -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 190	Eng Make/Model - JACOBS L6MB	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 330 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CASPER,WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BISMARCK,ND	BISMARCK MUNICIPAL
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8800/ 150
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - TOWER	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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI,ATP	Current - YES	Total - 5030
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 8
	Aircraft Type - PA-18	Make/Model- 184
		Instrument- 1017
		Last 30 Days- 13
		Last 90 Days- 17
		Multi-Eng - 912
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

LEFT BRAKE FAILED. EXAMINATION REVEALED THE HYDRAULIC BRAKE LINE TO THE LEFT BRAKE HAD PULLED LOOSE FROM A UNION FITTING. THE LINE ALSO SHEARED BY THE SHIFTING OF THE GEAR BOX ASSEMBLY. THERE WERE SIGNS OF INADEQUATE FLARE TO THE TUBING IN THAT IT PULLED OUT OF THE "B" NUT & SLEEVE.

Brief of Accident (Continued)

File No. - 2494

8/22/82

BISMARCK,ND

A/C Reg. No. N3004B

Time (Lc1) - 1253 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - IMPROPER
2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
4. LANDING GEAR,NORMAL BRAKE SYSTEM - DISCONNECTED
5. FLUID,HYDRAULIC - EXHAUSTION

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
9. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2490

11/16/82

WAH00.NE

A/C Reg. No. N61128

Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 150J

Eng Make/Model - CONTINENTAL O-200

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/007 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

WAH00 MUNI

Runway Ident - 02

Runway Lth/Wid - 3500/ 50

Runway Surface - CONCRETE

Runway Status - DRY

-----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 - 18 Last 24 Hrs - 0

Make/Model- 18 Last 30 Days- 15

Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

PLT THOUGHT HE HEARD AN UNUSUAL NOISE JUST AFTER LIFT-OFF & ABORTED. THE ACFT RAN OFF THE END OF THE RWY & OVERTURNED. THE OWNER EXAMINED THE ACFT & WAS UNABLE TO DETERMINE THE SOURCE OF THE NOISE. THE PLT LATER STATED HE DIDN'T KNOW WHAT THE NOISE WAS, & ALSO SAID HE WAS NERVOUS DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 2490

11/16/82

WAH00,NE

A/C Reg. No. N61128

Time (Lcl) - 1000 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2469 11/25/82 OXFORD,NE

A/C Reg. No. N79173

Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
2	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
LINCOLN,NE
Destination
OXFORD,NE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 320/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 20000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type 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 - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 472	Last 24 Hrs	- UNK/NR
Make/Model-	472	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE 3 LOW PASSES NEAR HIS SON'S HOME. REPORTEDLY, THE 3RD PASS WAS MADE AT AN ALTITUDE OF ABOUT 40 TO 50 FT AGL. A WITNESS THEN OBSERVED THE PILOT PULL UP ABRUPTLY TO ABOUT A 45 DEG CLIMB. AFTER CLIMBING AN ADDITIONAL 40 TO 50 FT, THE AIRCRAFT STALLED AND IMPACTED WITH THE GROUND. THE WITNESS REPORTED THAT THE ENGINE HAD CUT OUT AT THE HIGHEST POINT ABOVE THE GROUND, BUT NO INDICATION OF A POWER LOSS WAS FOUND DURING AN EXAMINATION OF THE WRECKAGE. THE AIRCRAFT HAD BEEN PARTIALLY FILLED WITH AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 2469

11/25/82

OXFORD,NE

A/C Reg. No. N79173

Time (Lc1) - 1645 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PULL-UP - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 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. - 2550 10/08/82 SANBORNTON,NH A/C Reg. No. N9535C Time (Lcl) - 2125 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	GLENS FALLS,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GILFORD,NH	LACONIA MUNICIPAL
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 150
Cloud Conditions(1st) - 700 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - ILS - LOCALIZER ONLY	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1675
SE LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 1675
		Last 30 Days- 24
		Instrument- 27
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ADVISED DURING HIS WX BRIEFING THAT VFR FLT WAS NOT RECOMMENDED FOR HIS PROPOSED ROUTE OF FLT AND DESTINATION. THE PLT, WHOSE BUSINESS CONCERN WAS IN THE GLENS FALLS AREA, COMMUTED ALMOST DAILY TO HIS HOME IN GILFORD, NH. THE WRECKAGE WAS LOCATED AT ABOUT THE 1250 FT LEVEL ON THE WEST SIDE OF A 1315 FT HILL. THE WRECKAGE SITE WAS LOCATED SLIGHTLY NORTH OF THE RWY 8 LOCALIZER COURSE, ABOUT 1/2 MI WEST OF THE FINAL APPROACH FIX. NO APPROACH PLATES WERE FOUND IN THE ACFT.

Brief of Accident (Continued)

File No. - 2550

10/08/82

SANBORNTON,NH

A/C Reg. No. N9535C

Time (Lcl) - 2125 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. ATC CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
9. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
10. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
11. MINIMUM DESCENT ALTITUDE - PREMATURE - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
13. IMPROPER USE OF PROCEDURE, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,10,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2499 11/06/82 NORTH CONWAY,NH A/C Reg. No. N81MP Time (Lcl) - 1055 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ROLLADEN-SCHNEIDER LS-1D
Landing Gear - N/A
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

GLIDER

Instrument Rating(s) - NONE

Age - 58

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 206

Make/Model- 151

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 25

-----Narrative-----

AFTER A TOW-RELEASE AT ABOUT 2,000 FT THE PLT ENCOUNTERED A SINK WHICH EVENTUALLY DEVELOPED INTO ABOUT A 1,000 FPM SINK. THE ACFT STRUCK A FENCE DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 2499

11/06/82

NORTH CONWAY, NH

A/C Reg. No. N81MP

Time (Lc1) - 1055 EDT

Occurrence #1 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 2486 11/11/82 MORRISTOWN,NJ A/C Reg. No. N3974Y Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
Pass NONE

-----Aircraft Information-----

Make/Model - CESSNA 210D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES-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 - 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
STEWART,NJ
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 - 30
Runway Lth/Wid - 4000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52

Biennial Flight Review
Current - YES
Months Since - 15
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

Instrument Rating(s) - NONE

-----Narrative-----

PILOT WAS FLYING WITH A MECHANIC TO CHECK AVIONICS. TOWER CALLED TO WARN OF HELICOPTERS. MECHANIC ASKED HIM TO CHANGE FROM RIGHT TO LEFT TRAFFIC. PILOT SAID THE CORRECTIONS DISRUPTED HIS SENSES AND HE FORGOT TO LOWER THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2486

11/11/82

MORRISTOWN,NJ

A/C Reg. No. N3974Y

Time (Lcl) - 1030 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2505 9/12/82 GAGE,NM A/C Reg. No. N5237W Time (Lcl) - 1110 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TUSCON,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ROSWELL,NM	
Wind Dir/Speed- 250/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 30 FT	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 3000 FT	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1607
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 961
		Instrument- 111
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A VFR CROSS-COUNTRY FLIGHT FROM TUCSON, AZ TO ROSWELL, NM, THE ENGINE FAILED AND THE PILOT MADE AN EMERGENCY LANDING IN THE DESERT. THE ENGINE TEARDOWN REVEALED THAT THE OIL PASSAGE WHICH FEEDS THE NUMBER 2 AND 3 MAIN BEARING JOURNALS HAD NOT BEEN DRILLED PROPERLY.

Brief of Accident (Continued)

File No. - 2505

9/12/82

GAGE,NM

A/C Reg. No. N5237W

Time (Lc1) - 1110 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CRANKCASE - OTHER
2. MAINTENANCE - IMPROPER - MANUFACTURER
3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
4. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
5. FLUID,OIL - STARVATION
6. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLUID,OIL - LEAK
8. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
9. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2440 10/10/82 ALBUQUERQUE,NM A/C Reg. No. N1980M Time (Lcl) - 1040 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	3	0	1

Type of Operation -SIGHTSEEING(NOT PART 135)

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - RAVEN INDUSTRIES S-66A

Landing Gear - N/A

Max Gross Wt - 1400

No. of Seats - 0

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/009 KTS

Visibility - 60.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

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 - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

Age - 34

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 514

Make/Model- 30

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 46

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING THE BALLOON IN STRONG GUSTY WINDS WHEN HE SAW POWER LINES APPROACHING AND TOLD EVERYONE TO JUMP. THOSE JUMPING, EXCEPT THE PILOT, WERE INJURED. ONE PASSENGER STAYED IN THE BASKET AND WAS UNHARMED.

Brief of Accident (Continued)

File No. - 2440

10/10/82

ALBUQUERQUE,NM

A/C Reg. No. N1980M

Time (Lcl) - 1040 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. OBJECT - WIRE,TRANSMISSION

----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. - 2431 10/25/82 MORIARTY,NM A/C Reg. No. N19L Time (Lc1) - 1100 MDT

-----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 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CASSUTT 111M	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 893	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 85 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MORIARTY,NM</p> <p>Destination SANTA FE,NM</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 OFF AIRPORT/STRIP</p> <p>Airport Data MORIARTY</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 4600/ 75</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----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 - UNK/NR	Total - 1171
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 119
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOKOFF TO DELEIVER THE AIRCRAFT TO A NEW OWNER. SHORTLY AFTER TAKEOFF, THE AIRCRAFT TURNED AS IF TO RETURN TO THE AIRPORT AND SUDDENLY NOSED DOWN AND DOVE AT A 30 TO 45 DEGREE ANGLE. BEFORE LEVELING OFF, IT MUSHED INTO THE GROUND HARD ENOUGH TO DRIVE LANDING GEAR STRUTS THROUGH THE WINGS. NO ENGINE SOUNDS WERE HEARD AS AIRCRAFT DESCENDED. AN EXAMINATION OF THE ENGINE REVEALED THAT THE SPARK PLUGS WERE EXTREMELY SOOTED. NO OTHER PREIMPACT ENGINE PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 2431

10/25/82

MORIARTY,NM

A/C Reg. No. N19L

Time (Lc1) - 1100 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
1. UNDETERMINED

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)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2434

9/19/82

IMLAY,NV

A/C Reg. No. N24641

Time (Lcl) - 1045 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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER PA-38

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 - 3600

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 115 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - 500 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CARSON CITY,NV

Destination

PERSHING COMPANY,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

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 103

Make/Model- 76

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW UP A CANYON IN WEATHER THAT OBSCURED THE RIDGES IN LOW VISIBILITY AND RAIN. CLOUDS ALSO COVERED THE TERRAIN. A WITNESS SAW THE AIRCRAFT DISAPPEAR BEHIND A HILL AND A STORM OBSCURED HER VISION AND HEARING. THE AIRCRAFT WAS LOCATED IN A BOX CANYON. THUNDERSTORMS AND HAIL WERE REPORTED IN THE AREA.

Brief of Accident (Continued)

File No. - 2434

9/19/82

IMLAY,NV

A/C Reg. No. N24641

Time (Lc1) - 1045 PDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - THUNDERSTORM
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2460

6/04/82

ELMA,NY

A/C Reg. No. N757GY

Time (Lc1) - 1540 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	1	0	0
0	0	0	0

Type of Operation -INSTRUCTIONAL - CHECK

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 160/006 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - 6500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WEST SENECA,NY

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)

STUDENT

Age - 35

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	65	Last 24 Hrs	-	0
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Make/Model-	17	Last 30 Days-	10
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Instrument-	3	Last 90 Days-	23
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PERFORMING A FLIGHT EXAM FOR A PRIVATE PILOT CERTIFICATE. AN APPROACH WAS MADE TO A FIELD BORDERED BY HIGH TENSION LINES. DURING THE APPROACH THE AIRCRAFT COLLIDED WITH WIRES AND DESCENDED NOSE FIRST TO THE GROUND.

Brief of Accident (Continued)

File No. - 2460

6/04/82

ELMA,NY

A/C Reg. No. N757GY

Time (Lcl) - 1540 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - CHECK PILOT
 4. OBJECT - WIRE,TRANSMISSION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2563 7/24/82 JAMAICA,NY A/C Reg. No. N9426E Time (Lc1) - 1545 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	3
Accident Occurred During	-TAXI		Other	0	0	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EAST HAMPTON,NY	JOHN F.KENNEDY INT'L
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1350
ME LAND	Months Since - 16	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1250
		Last 30 Days- UNK/NR
		Instrument- 14
		Last 90 Days- 117
		Multi-Eng - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN AIRPORT OPERATIONS AGENT, IN A PORT AUTHORITY AUTOMOBILE MONITORED GROUND CONTROL CONVERSATION WITH THE PILOT AND OFFERED TO ASSIST N9426E IN LOCATING THE ACTIVE RUNWAY. WHEN APPROACHING THE LOST AIRCRAFT'S POSITION THE VEHICLE DRIVER EXPERIENCED SUN GLARE AND COLLIDED WITH N9426E.

Brief of Accident (Continued)

File No. - 2563

7/24/82

JAMAICA, NY

A/C Reg. No. N9426E

Time (Lcl) - 1545 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
2. PROCEDURES/DIRECTIVES - IMPROPER - DRIVER OF VEHICLE
3. JUDGEMENT - POOR - DRIVER OF VEHICLE

----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. - 2564 8/08/82 LAKE GEORGE, NY A/C Reg. No. N1344Q Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	3	

-----Aircraft Information-----

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	FARMINGDALE, NY	LAKE GEORGE
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 1500 FT BROKEN	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - 3000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WATER - CALM
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 5500
SE SEA, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES TO THE ACCIDENT DESCRIBED A NOSE UP PITCH ATTITUDE OF BETWEEN THIRTY AND FORTY-FIVE DEGREES DURING THE INITIAL CLIMB AFTER DEPARTING LAKE GEORGE. AT SEVERAL HUNDRED FEET ABOVE THE GROUND, THE AIRCRAFT WAS OBSERVED TO MAKE A DESCENDING LEFT TURN TO THE SURFACE OF THE LAKE. THE SUBSEQUENT TOUCHDOWN ON THE LAKE'S SURFACE WAS DESCRIBED BY WITNESSES AS HARD WITH THE AIRCRAFT IN A LEFT WING LOW ATTITUDE. THE AIRCRAFT WAS THEN OBSERVED TO BOUNCE AND DEPART THE AREA FOR APPROXIMATELY THIRTY MINUTES BEFORE RETURNING FOR A NORMAL LANDING.

Brief of Accident (Continued)

File No. - 2564

8/08/82

LAKE GEORGE, NY

A/C Reg. No. N1344Q

Time (Lcl) - 1330 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. CLIMB - IMPROPER - PILOT IN COMMAND
3. DESCENT - IMPROPER - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
6. GO-AROUND - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

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. - 2416

9/22/82

NEW YORK, NY

A/C Reg. No. N2772H

Time (Lcl) - 1720 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage									
	ON-DEMAND AIR TAXI	MINOR									
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	0	0	0	4			
Accident Occurred During	-STANDING										

-----Aircraft Information-----

Make/Model	- BELL 222	Eng Make/Model	- LYCOMING LTS-101-650C	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR	
Max Gross Wt	- 7850	Engine Type	- TURBOSHAFT	Weather Radar	- UNK/NR	
No. of Seats	- 6	Rated Power	- 618 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	JAMAICA, NY		PAN AM METROPORT E.	
Wind Dir/Speed	- 030/014 KTS			Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- 1800 FT OVERCAST	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- 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)	
ATP	Current - YES	Total - 5620	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 1	Make/Model - 180	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 369	Last 90 Days - 60
		Multi-Eng - 112	Rotorcraft - 4604

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER (HEL) WAS BEING LOADED WITH THE ENGINES RUNNING. THE FLT CREW WERE AT THE CTLS WHEN THE ACDNT OCCURRED. INITIALLY, 4 PAXS WERE ESCORTED TO THE HEL BY A CUSTOMER SVC AGENT. AS THE 4 BOARDED, THE AGENT RETRIEVED THEIR CARRY ON BAGGAGE. AFT THEY HAD BOARDED (ON THE LFT SIDE), THE AGENT LEFT THE DOOR OPEN, ANTICIPATING A 5TH PAX. HE THEN CARRIED THE BAGGAGE AROUND TO THE RGT SIDE & LOADED IT IN THE BAGGAGE COMPARTMENT. AFT LOADING THE BAGGAGE, HE CAME BACK ARND TO THE LFT SIDE & HELPED LOAD THE 5TH PAX THAT A 2ND AGENT HAD ESCORTED. THEN TOOK A PSN BY THE LEFT MAIN GEAR. REPORTEDLY, THE 1ST 4 PAXS WERE STILL ON BOARD WHEN THE 5TH PAX BOARDED. AFT HE WAS SEATED & SECURED, THE 2ND AGENT LEANED FWD TO THE COPLT'S DOOR TO INFORM HIM OF THE ADNL WT. AFTER A BRIEF CONVERSATION WITH THE COPLT, SHE TURNED BACK TO CLOSE THE PAX DOOR. AT APRX THAT TIME, ANOTHER HEL PLT SAW A PAX (1 OF THE 1ST 4) WALKING TWD THE TAIL & STARTED TO TRANSMIT A WARNING TO THE PLT. BFR THE CALL WAS COMPLETED, THE PAX WALKED INTO THE TAIL ROTOR.

Brief of Accident (Continued)

File No. - 2416

9/22/82

NEW YORK, NY

A/C Reg. No. N2772H

Time (Lcl) - 1720 EDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PASSENGER
 2. MONITORING - INADEQUATE - GROUND PERSONNEL
-

----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. - 2541 10/17/82 MECKLENBURG,NY A/C Reg. No. N17965 Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS2-33AK
Landing Gear - N/A
Max Gross Wt - 1340
No. of Seats - 3

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - 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- 285/015 KTS
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
OFF AIRPORT/STRIP

Airport Data

GRUND FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 56

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 268	Last 24 Hrs	- 0
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	52	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

DURING APPROACH THE PILOT MISJUDGED THE WIND VELOCITY AND FAILED TO ALLOW FOR STRONG DOWNDRAFTS. THE GLIDER LOST ALTITUDE 4-500 FEET SHORT OF THE FIELD OVER A WOODEN AREA AND CAME TO REST IN A NOSED OVER POSITION IN THE TREES.

Brief of Accident (Continued)

File No. - 2541

10/17/82

MECKLENBURG, NY

A/C Reg. No. N17965

Time (Lcl) - 1330 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 2470 5/01/82 BOWLING GREEN, OH A/C Reg. No. N40999 Time (Lcl) - 1043 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 3	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COLUMBUS, OH	WOOD COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2784/ 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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 80
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED HIS TAKEOFF WITH THE AIRCRAFT ABOUT 198 LBS OVER ITS MAXIMUM GROSS WEIGHT LIMIT. THE PLANE WAS OBSERVED TO LIFT OFF NEAR THE DEPARTURE END OF THE RUNWAY, THEN CONTINUE IN A NOSE HIGH ATTITUDE. SOME WITNESSES OBSERVED THE WINGS ROCKING OR WOBBLING AND/OR THE FUSELAGE FISHTAILING. REPORTEDLY, IT GAINED SOME ALTITUDE, THEN SETTLED INTO AN APARTMENT BUILDING. DURING IMPACT, AN EXPLOSION OCCURRED AND THE AIRCRAFT AND BUILDING WERE ENGULFED IN FLAMES. ALL BUT 1 WITNESS REPORTED THAT THE ENGINE SOUNDED NORMAL.

Brief of Accident (Continued)

File No. - 2470

5/01/82

BOWLING GREEN, OH

A/C Reg. No. N40999

Time (Lc1) - 1043 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 4. STALL - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - RESIDENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2457

6/17/82

DANVILLE, OH

A/C Reg. No. N5330M

Time (Lcl) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

1

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

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

MT VERNON, OH

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 - 23

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 62

Last 24 Hrs - 0

Make/Model- 43

Last 30 Days- 0

Instrument- 3

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A LOW, SLOW PASS OVER A CAMP SO A PASSENGER COULD DROP A PACKAGE. AFTER THE PACKAGE WAS DROPPED, THE AIRCRAFT ENTERED A LEFT TURN, THEN STALLED AND SPUN TO THE GROUND.

Brief of Accident (Continued)

File No. - 2457

6/17/82

DANVILLE, OH

A/C Reg. No. N5330M

Time (Lc1) - 1250 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2531 10/01/82 MT. VERNON, OH A/C Reg. No. N9985F Time (Lcl) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -EXPERIMENTATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BENSON GYROCOPTER

Eng Make/Model - VOLKSWAGON

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 550

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 65 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/005 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

MT. VERNON WYNKOOP

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 - 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 - 108

Make/Model- 108

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GYROCOPTER PILOT STATED THAT HE LANDED THE AIRCRAFT HARD, BOUNCED AND THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 2531

10/01/82

MT. VERNON, OH

A/C Reg. No. N9985F

Time (Lcl) - 1640 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 3. FLARE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2555 10/21/82 INDIAN HILL,OH A/C Reg. No. N9015R Time (Lcl) - 1544 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL - SOLO

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - ROBINSON R-22

Eng Make/Model - LYCOMING O-320-27A

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1300

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/007 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 3500 FT

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHILLICOTHE,OH

Destination

CINCINNATI,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)

COMMERCIAL

SE LAND,ME LAND

Age - 48

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1662

Make/Model- 18

Instrument- 325

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- 18

Last 90 Days- 22

Rotorcraft - 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS OBSERVED CIRCLING AN ATHLETIC FIELD. DURING THE THIRD PASS OVER THE FIELD IT WAS OBSERVED TO COME TO A NEAR HOVER IMMEDIATELY FOLLOWED BY A TAILROTOR SEPARATION. THE MANUFACTURER ISSUED A SAFETY NOTICE 12/4/81 & AGAIN ON 10/4/82 STRESSING THE IMPORTANCE OF MAINTAINING ROTOR RPM & AIRSPEED. ON 10/27/82 NTSB ISSUED SAFETY RECOMMENDATIONS A-82-143 & -144 TO SUSPEND THE AIRWORTHINESS CERTIFICATE OF THE R-22 UNTIL (1) MAIN ROTOR SYST STABILITY/STALL CHARACTERISTICS & M/R RPM DECAY RATES ARE DETERMINED TO PROVIDE ADEQUATE MARGINS OF SAFETY & TO BE COMPATIBLE WITH NORMAL PLT REACTION TIMES, & UNTIL THE M/R SYSTEM IS DETERMINED TO BE IN COMPLIANCE WITH 14CFR27.661. THE BOARD RECOMMENDED A STUDY BE CONDUCTED TO VERIFY THAT ADEQUATE ENG TORQUE IS AVAILABLE TO THE M/R SYSTEM TO RECOVER RPM SHOULD A RAPID DECAY OF RPM OCCUR DURING FLT. AN AD WAS ISSUED REQUIRING RAISING THE ACTUATION RPM SETTING FOR THE LOW RPM WARNING LIGHT & REQUIRING THAT A LOWROTOR RPM WARNING LIGHT BE INSTALLED ON A R-22'S.

Brief of Accident (Continued)

File No. - 2555

10/21/82

INDIAN HILL, OH

A/C Reg. No. N9015R

Time (Lc1) - 1544 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTOR SYSTEM - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), ACFT HANDLING/PERF CAPABILITIES - MANUFACTURER
3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
4. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. MISC ROTORCRAFT, TAIL CONE - LOSS, TOTAL
8. MISC ROTORCRAFT, TAIL CONE - 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2474 10/28/82 COLUMBUS, OH A/C Reg. No. N7850Y Time (Lcl) - 2356 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,CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	1
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CLEVELAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBUS, OH	PORT COLUMBUS
Wind Dir/Speed- 140/007 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 - TOWER	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 (BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2900
SE LAND,ME LAND	Months Since - 1	Make/Model- 104
	Aircraft Type - PA-30	Instrument- 610
		Multi-Eng - 800
		Last 24 Hrs - 4
		Last 30 Days- 50
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TAXIIED ONTO 8 FOOT CULVERT AFTER LANDING. PILOT COMPLAINED OF TAXIWAY MARKINGS AND LIGHTING. HE ALSO SAID HE NEVER SAW THE CULVERT.

Brief of Accident (Continued)

File No. - 2474

10/28/82

COLUMBUS, OH

A/C Reg. No. N7850Y

Time (Lc1) - 2356 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. AIRPORT FACILITIES, TAXIWAY LIGHTING - INADEQUATE
 4. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
-

-----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. - 2444 10/02/82 FOYIL,OK A/C Reg. No. N1606C Time (Lcl) - 1910 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PARACHUTE JUMPING	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-J	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- CALM	Runway Ident
Visibility	- 7.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 25000 FT SCATTERED	Runway Surface
Cloud Conditions(2nd)	- UNK/NR	Runway Status
Obstructions to Vision	- NONE	
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 385	Last 24 Hrs - 4
SE LAND,SE SEA	Months Since - 6	Make/Model- 55	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 47	Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD 20 GAL OF FUEL ON BOARD WHEN HE TOOK OFF. HE CLIMBED TO 10,000 FT FOR A PARACHUTE JUMP, THEN RETURNED TO THE AIRPORT WITH AN ESTIMATED 10 GAL OF FUEL. DURING A DOWNWIND LANDING, HE ELECTED TO GO AROUND. HE SAID THE ENGINE LOST POWER AS HE WAS CLIMBING THROUGH ABOUT 75 FT AGL. A FORCED LANDING WAS MADE IN A SMALL PASTURE. INITIALLY, THE MISHAP WAS REPORTED AS AN INCIDENT. BEFORE THE AIRCRAFT WAS EXAMINED, WINGS HAD BEEN REMOVED AND THE AIRCRAFT AND WINGS HAD BEEN TRANSPORTED FROM THE ACCIDENT SITE. WHEN EXAMINED, BOTH WING TANKS WERE EMPTY, EXCEPT A SMALL AMOUNT OF 100 LOW LEAD (BLUE) FUEL WAS FOUND IN THE RIGHT WING TANK. FLUID TAKEN FROM THE LINES TO THE LEFT WING TANKS HAD THE APPEARANCE OF AUTOMOTIVE FUEL. THE OWNER REPORTED THAT AUTOMOTIVE FUEL HAD PREVIOUSLY BEEN USED. NO FUEL WAS FOUND IN THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2444

10/02/82

FOYIL,OK

A/C Reg. No. N1606C

Time (Lc1) - 1910 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING

Finding(s)

1. FLUID,FUEL - IMPROPER
2. SERVICE OF AIRCRAFT - IMPROPER -
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLUID,FUEL - STARVATION
5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2484 10/23/82 PIEDMONT,OK A/C Reg. No. N11T Time (Lcl) - 1200 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
NONE Pass

-----Aircraft Information-----

Make/Model - NORTH AMERICAN F-51D
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 8200
No. of Seats - 2

Eng Make/Model - MERLIN V1650-9A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/006 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
OKLAHOMA CITY,OK
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

JACK RICHARDS
Runway Ident - 17
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

GLIDER

Age - 61

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12385	Last 24 Hrs	- 5
Make/Model-	378	Last 30 Days-	UNK/NR
Instrument-	1204	Last 90 Days-	35
Multi-Eng	- 7620		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG FAILED AT 5,500 FT MSL. DURING AN EMERGENCY LANDING AT A 5,000 FT DIRT STRIP (UNDER CONSTRUCTION FOR PAVING), GEAR EXTENSION WAS DELAYED TO INCREASE GLIDE. THE RIGHT GEAR DID NOT HAVE TIME TO LOCK DOWN & RETRACTED DURING LANDING. INITIAL EXAM OF THE ENG REVEALED THAT THERE WAS NO VALVE ACTION IN THE CYLINDERS WHEN THE ENG WAS ROTATED ALTHOUGH BOTH MAGNETOS OPERATED NORMALLY. DISASSEMBLY CONFIRMED THAT THE GEAR SHAFT, P/N 620078, WHICH OPERATES THE TWO ENG CAMSHAFTS HAD SHEARED.

Brief of Accident (Continued)

File No. - 2484

10/23/82

PIEDMONT,OK

A/C Reg. No. N11T

Time (Lc1) - 1200 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE SHAFT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. GEAR DOWN AND LOCKED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2476 10/30/82 ARDMORE,OK A/C Reg. No. N29632 Time (Lcl) - 1055 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
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 - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 150/008 KTS

Visibility - 3.0 SM

Cloud Conditions(1st) - 300 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OKLAHOMA CITY,OK

Destination

ALEXANDRIA,LA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 403

Make/Model- 6

Instrument- 84

Multi-Eng - 1

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT TOOKOFF WITH PROP GOVERNOR INOPERATIVE. WHILE CRUISING 21 MILES SOUTH OF ARDMORE, HE BEGAN TO LOOSE OIL PRESSURE AND TURNED TOWARD ARDMORE. ENGINE QUIT 4 MILES FROM AIRPORT. PILOT DECLARED AN EMERGENCY AND DESCENDED THROUGH THE CLOUDS. HE WENT THROUGH SOME TREES AND LANDED IN A PASTURE. PISTON PIN PLUGS HAD DISINTEGRATED AND CONTAMINATED OIL SYSTEM. SOME OF THE METAL CAUSED PROP. GOV. DRIVE SHAFT TO SEPARATE. OIL WAS DEPLETED UNTIL PRESSURE WAS LOST AND ENGINE SEIZED. REASON FOR OIL LOSS UNKNOWN.

Brief of Accident (Continued)

File No. - 2476

10/30/82

ARDMORE,OK

A/C Reg. No. N29632

Time (Lc1) - 1055 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,PISTON - DISINTEGRATED
2. FLUID,OIL - CONTAMINATION
3. FLUID,OIL - EXHAUSTION
4. PROPELLER SYSTEM/ACCESSORIES,GOVERNOR - SEPARATION
5. PROPELLER SYSTEM/ACCESSORIES,GOVERNOR - INOPERATIVE
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - 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. 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) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2583 8/18/82 7NM SO. OF SALEM,OR A/C Reg. No. N82219 Time (Lc1) - 0023 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
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 3

Eng Make/Model - CONTINENTAL C-65-L8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 270/005 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 07
Runway Lth/Wid - 1600/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	169	Last 24 Hrs	-	2
Make/Model	-	35	Last 30 Days	-	6
Instrument	-	UNK/NR	Last 90 Days	-	20

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER A SOFT FIELD TAKEOFF THE PILOT EXECUTED A RIGHT TURN INTO A QUARTERING TAILWIND CONDITION IN AN EFFORT TO AVOID TREES BEYOND THE UPWIND END OF THE FIELD. THE PILOT REPORTED THAT DURING THIS TURN THE AIRCRAFT STALLED AND STRUCK THE GROUND IN A NOSE/RIGHT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2583

8/18/82

7NM SO. OF SALEM, OR

A/C Reg. No. N82219

Time (Lc1) - 0023 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. AIRSPEED - IMPROPER - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. STALL/MUSH - 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) 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. - 2539 10/22/82 REDMOND,OR A/C Reg. No. N8714T Time (Lcl) - 1120 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew

Pass

0

0

Injuries

Serious

Minor

None

0

0

1

0

0

-----Aircraft Information-----

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
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 - 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- 200/022 KTS
Visibility - 35.0 SM
Cloud Conditions(1st) - 4000 FT
Cloud Conditions(2nd) - 12000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEXINGTON,OR
Destination
RDM,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ROBERTS FIELD
Runway Ident - 22
Runway Lth/Wid - 7040/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT DURING LANDING, THE AIRCRAFT WAS HIT WITH A 40 KNOT CROSSWIND, WHICH FORCED THE AIRCRAFT INTO THE RUNWAY. THE NOSE GEAR COLLAPSED CAUSING STRUCTURAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2539

10/22/82

REDMOND,OR

A/C Reg. No. N8714T

Time (Lcl) - 1120 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - UNFAVORABLE WIND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2549 11/20/82 CASCADE LOCKS,OR A/C Reg. No. N8185P Time (Lcl) - 1430 PST

-----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	2

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING IO-540-C1B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/005 KTS</p> <p>Visibility - 3.0 SM</p> <p>Cloud Conditions(1st) - 4000 FT BROKEN</p> <p>Cloud Conditions(2nd) - 7000 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HERMISTON,OR</p> <p>Destination NORTH BEND,OR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CASCADE LOCKS ST. STATE</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 1800/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 309
SE LAND	Months Since - 5	Make/Model- 224
	Aircraft Type - UNK/NR	Instrument- 63
		Last 24 Hrs - 3
		Last 30 Days- 12
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 10000 FEET MSL, IN IMC CONDITIONS, THE PILOT REPORTED THAT POWER HAD BEEN LOST. DURING DESCENT TO 2000 FEET THE ENGINE RESTARTED AND FAILED SEVERAL TIMES BUT EVENTUALLY MAINTAINED IDLE THROUGHOUT THE REMAINDER OF THE DESCENT. PORTLAND APPROACH CONTROL PROVIDED VECTORS TO THE PILOT DURING DESCENT AND THE AIRCRAFT BROKE OUT INTO LIGHT RAIN/SNOW AT 300 FEET AGL, AND 1000 FEET FROM THE APPROACH END OF RUNWAY 06. DURING LANDING THE PILOT INTENTIONALLY SKIDDED THE AIRCRAFT, COLLAPSING THE GEAR, TO PREVENT THE AIRCRAFT FROM OVER RUNNING. THE PILOT STATED THAT FREEZING WATER IN THE ALTERNATE AIR SYSTEM PREVENTED THE ALTERNATE AIR GATE FROM OPERATING AND PREVENTED SUFFICIENT AIR TO THE ENGINE.

Brief of Accident (Continued)

File No. - 2549

11/20/82

CASCADE LOCKS,OR

A/C Reg. No. N8185P

Time (Lc1) - 1430 PST

Occurrence #1 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
2. FUEL SYSTEM, RAM AIR - ICE
3. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - SNOW

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2461 7/11/82 NEWBURG, PA

A/C Reg. No. N28970

Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED

Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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 - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITTSBURGH, PA
Destination
MANVILLE, NJ

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 - 59

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 125
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-----

THE PILOT ON A PERSONAL CROSS-COUNTRY FLEW INTO TREES ON A SLOPE OF BLUE MOUNTAIN, PA AT THE 2284 FOOT LEVEL. THE WEATHER IN THE AREA WAS FOGGY AND THE MOUNTAIN TOPS WERE OBSCURED IN CLOUDS. THERE IS NO RECORD OF A WEATHER BRIEFING OR COMMUNICATION BY THE FLIGHT. NO FLIGHT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 2461

7/11/82

NEWBURG,PA

A/C Reg. No. N28970

Time (Lc1) - 0930 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2542 10/17/82 ALLENTOWN,PA A/C Reg. No. N7518Y Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
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 - NWS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 320/014 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 3500 FT

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

QUEEN CITY

Runway Ident - 32

Runway Lth/Wid - 3450/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 67

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2456

Make/Model- 2456

Instrument- 1355

Multi-Eng - 2456

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE PRACTICING TOUCH-AND-GO LANDINGS HE ENCOUNTERED TURBULENCE DURING A TOUCHDOWN. WHEN HE ABORTED THE TAKEOFF SEGMENT THE AIRCRAFT DEPARTED THE RUNWAY AND THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2542

10/17/82

ALLENTOWN, PA

A/C Reg. No. N7518Y

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2468 11/01/82 MEADVILLE, PA A/C Reg. No. N402DL Time (Lcl) - 0900 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Injuries	
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TSIO-520	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 - YES
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ALLENTOWN,PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MEADVILLE,PA	PORT MEADVILLE
Wind Dir/Speed- 240/012 KTS		Runway Ident - 04
Visibility - 4.0 SM	ATC/Airspace	Runway Lth/Wid - 3050/ 100
Cloud Conditions(1st) - 1000 FT OVERCAST	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance - UNK/NR	Runway Status - WET
Obstructions to Vision- FOG	Type Apch/Lndg - ILS - LOCALIZER ONLY	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5500
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 400
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 165
		Multi-Eng - 1800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT APPROACHED HIGH AND FAST FOR LANDING ON RUNWAY 4. THE WIND WAS FROM 240 DEG AT 10 TO 12 KTS. THE AIRCRAFT FLOATED AND AFTER TOUCHDOWN, THE PILOT WAS UNABLE TO STOP ON THE WET, DOWNSLOPING RUNWAY. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT CONTINUED DOWN A STEEPER SLOPE AND INTO AN AREA OF BRUSH AND TREES. ALL THREE GEAR COLLAPSED, THERE WAS LEADING EDGE SPAR DAMAGE ON BOTH WINGS, AND THE RIGHT SIDE FUSELAGE SKIN, FORWARD OF THE RIGHT WING, WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2468

11/01/82

MEADVILLE, PA

A/C Reg. No. N402DL

Time (Lcl) - 0900 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
8. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DOWNHILL
10. TERRAIN CONDITION - HIGH VEGETATION
11. LANDING GEAR - OVERLOAD

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

12. 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) 1,2,6,7,8,9,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2497 11/05/82 GREENVILLE,PA A/C Reg. No. N203CB Time (Lc1) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 220/015 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

SAME AS ACC/INC

Destination

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREENVILLE

Runway Ident - 22

Runway Lth/Wid - 2550/ 300

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 143 Last 24 Hrs - 0

Make/Model- 136 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 0

Instrument Rating(s) - UNK/NR

-----Narrative-----

AIRCRAFT SEEMED TO LOSE POWER AFTER TAKEOFF AND PILOT STALL-MUSHED INTO TREES. AIRCRAFT THEN SLIP TO GROUND AND ROLLED INVERTED.

Brief of Accident (Continued)

File No. - 2497

11/05/82

GREENVILLE, PA

A/C Reg. No. N203CB

Time (Lc1) - 1230 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2569 2/21/82 PROVIDENCE,RI A/C Reg. No. N127PM Time (Lcl) - 1533 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
COMMUTER	DESTROYED				
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious
Accident Occurred During	-CRUISE			1	Minor
					None
					0
					0

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC-6	Eng Make/Model	- P & W PT6A-20	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11579	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 20	Rated Power	- 570 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GROTON,CT	
Completeness	Destination	Airport Data
Basic Weather	BOSTON,MA	Runway Ident
Wind Dir/Speed-		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 5.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- IFR	Runway Surface
- 1600 FT BROKEN	Type of Clearance	- N/A
Cloud Conditions(2nd)	- IFR	Runway Status
- 1800 FT OVERCAST	Type Apch/Lndg	- CONTACT
Obstructions to Vision-		
FOG		
Precipitation		
- DRIZZLE		
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)	
ATP	Current	- YES	Total
SE LAND,ME LAND	Months Since	- 2	- 6500
	Aircraft Type	- UNK/NR	Make/Model-
			2700
			Instrument-
			UNK/NR
			Multi-Eng
			- 5000
			Last 24 Hrs
			- 3
			Last 30 Days-
			86
			Last 90 Days-
			260
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APRX 15 MIN AFT TKOF, LGT ICG WAS NOTED ON THE WINDSHIELD. THE AIRCREW ACTIVATED THE WINDSHIELD WASHER/DEICE SYS WHICH USED ISOPROPYL ALCOHOL. HOWEVER, ONLY A LITTLE DEICING FLUID WAS NOTED ON EITHER SIDE. THE SYS WAS ACTIVATED AGAIN. AFT HLDG THE SW SVRL SECONDS, THE ODOR OF ALCOHOL WAS NOTED. DEICING PROC WAS STOPPED, BUT SHORTLY THEREAFTER, GRAY-WHITE SMOKE BGN COMING FM BLO THE FLOOR. THE AIRCREW BGN DIVERTING. THICK SMOKE FILLED THE CABIN & FIRE BROKE OUT ON THE FLOOR BTN THE PLTS AS THE ACFT DSCND BLO THE CLDS. THE CO-PLT TRIED TO USE 1 FIRE EXTINGUISHER, BUT IT WAS TOO HOT. NO ONE ATMTD TO USE THE CABIN EXTINGUISHER. CRSH LNDG WAS MADE ON A FRZN LAKE. ALL BUT 1 OCCUPANT WERE EVCUATED BFR THE PLANE WAS DESTROYED BY FIRE. AN INVESTIGATION REVEALED TYGON TUBING WAS USED IN THE DEICE SYS. AFT CONTACT WITH ALCOHOL, THE TUBING HARDENS, BCMS MISHAPED AT CONNECTION POINTS & OFTEN RESULTED IN LEAKS. LEAKS WERE REPAIRED BY RMVG ENDS & REATTACHING. A REPAIR WAS MADE ON 2/18/82 IAW DEHAVILLAND PROC. FIRE EXT LCTNS NOT SUF MARKED OR NOTED ON SEATBACK SAFETY CRDS.

Brief of Accident (Continued)

File No. - 2569

2/21/82

PROVIDENCE,RI

A/C Reg. No. N127PM

Time (Lc1) - 1533 EST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
2. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT COMPONENT - MANUFACTURER
4. ANTI-ICE/DE-ICE SYSTEM,WINDSHIELD - BRITTLE FRACTURE
5. ANTI-ICE/DE-ICE SYSTEM,WINDSHIELD - LEAK
6. FUSELAGE,CREW COMPARTMENT - FIRE
7. FUSELAGE,CREW COMPARTMENT - SMOKE
8. FUSELAGE,CABIN - SMOKE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. INSTRUCTIONS,WRITTEN/VERBAL - INADEQUATE -
10. FIRE EXTINGUISHING EQUIPMENT - NOT IDENTIFIED - PASSENGER

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

11. TERRAIN CONDITION - ICY

-----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) 7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2401 4/25/82 SOCIETY HILL, SC A/C Reg. No. N3971S Time (Lcl) - 1625 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172E	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 - TELEPHONE	MARTINSVILLE, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FLORENCE, SC	Runway Ident - N/A
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.0 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- HAZE		
Precipitation - RAIN SHOWER		
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 - 1390
SE LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 1500
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT AT 4000 FEET AND THE PILOT ELECTED TO LAND IN TREES RATHER THAN A ROAD WITH TRAFFIC. THE AIRCRAFT ENDED UP ON SMALL GRAVEL ROAD WITH THE GEAR COLLAPSED. NO FUEL WAS FOUND IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2401

4/25/82

SOCIETY HILL, SC

A/C Reg. No. N3971S

Time (Lc1) - 1625 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2585

9/27/82

NEAR LOCKHART, SC

A/C Reg. No. N95451

Time (Lcl) - 0085 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	2	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-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 - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JESUP, GA
Destination
CHARLOTTE, NC

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 - 48
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 125	Last 24 Hrs	- 4
Make/Model	- 125	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS FLOWN FROM CHARLOTTE, NC TO DAYTONA BEACH, FL, TO SANFORD, FL WITHOUT EN ROUTE REFUELING. THE PILOT HAD PREVIOUSLY PLANNED TO GET FUEL AT SANFORD, BUT AFTER LANDING THERE, HE THOUGHT THERE SUFFICIENT FUEL TO RETURN TO CHARLOTTE. HOWEVER, AS HE CONTINUED, HE BECAME AWARE OF FOG AND DIVERTED TO JESUP, GA. THE AIRPORT FACILITIES AT JESUP WERE CLOSED AND NO FUEL WAS OBTAINED. THE PILOT PERIODICALLY CHECKED THE WEATHER WHILE WAITING SEVERAL HOURS. AFTER CONTINUING, HE CONTACTED CHARLOTTE APPROACH CONTROL, ADVISED THAT HE WAS ON TOP AT 1800 FT, AND REQUESTED RADAR VECTORS TO CHARLOTTE. AT THAT TIME, THE PILOT WAS ADVISED THAT CHARLOTTE WAS IFR. HE THEN DIVERTED TOWARD SPARTANBURG, SC, BUT EN ROUTE, RAN OUT OF FUEL. WHILE LANDING IN A WOODED AREA, THE AIRCRAFT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 2585

9/27/82

NEAR LOCKHART, SC

A/C Reg. No. N95451

Time (Lcl) - 0085 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2426 11/18/82 CLINTON, SC A/C Reg. No. N6116D Time (Lcl) - 2030 EST

-----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	0	0
Accident Occurred During - LANDING			1	0	1

-----Aircraft Information-----

Make/Model - PIPER 22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GREENVILLE, KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NEWBERRY, SC	
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 2100 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 4800 FT OVERCAST	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - HIGH VEGETATION
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1332
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 16
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 46
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS REFUELED BEFORE DEPARTING GREENVILLE, KY. THE PILOT REPORTED THAT AS HE APPROACHED HIS DESTINATION, HE PROCEEDED ALONG A RADIAL FROM THE GREENWOOD VOR BUT COULD NOT FIND NEWBERRY. HE STATED THAT HE HUNTED TOO LONG BEFORE DIVERTING BACK TO GREENWOOD. ALSO, HE STATED THAT THE AIRCRAFT RAN OUT OF FUEL SHORT OF GREENWOOD. THE AIRCRAFT COLLIDED WITH TREES AND BRUSH DURING AN EMERGENCY LANDING AT NIGHT IN A WOODED AREA. REPORTEDLY, THE WEATHER AT THE ORIGINAL DESTINATION WAS MARGINAL VFR WITH RAIN AND FOG.

Brief of Accident (Continued)

File No. - 2426

11/18/82

CLINTON, SC

A/C Reg. No. N6116D

Time (Lcl) - 2030 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
 2. WEATHER CONDITION - FOG
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
 5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2571 11/22/82 SPARTANBURG, SC A/C Reg. No. 27SS Time (Lcl) - 1645 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 - AEROSPORT CHAMP
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 850
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN EXP
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SPARTANBURG DOWNTOWN AP.
Runway Ident - 02
Runway Lth/Wid - 3500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 41
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5882
Make/Model- 0
Instrument- 399
Multi-Eng - 2935
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 71
Rotorcraft - 1070

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES DURING A FORCED LANDING FOLLOWING AN ENGINE FAILURE DURING CLIMBOUT AFTER TAKEOFF. THE ENGINE DEVELOPED FULL POWER DURING RUNUP AND TAKEOFF. DURING A LEFT TURN TO CROSSWIND THE ENGINE BEGAN TO LOSE POWER AND CONTINUED TO LOSE UNTIL GROUND CONTACT. THE PILOT WAS UNABLE TO CONTINUE HIS TURN TO ALIGN WITH THE RUNWAY DUE TO LACK OF ALTITUDE AND AIRSPEED. THE AIRCRAFT COLLIDED WITH TREES BETWEEN RUNWAYS 29 AND 35.

Brief of Accident (Continued)

File No. - 2571

11/22/82

SPARTANBURG, SC

A/C Reg. No. 27SS

Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2428 12/04/82 HILTON HEAD, SC A/C Reg. No. N36447 Time (Lcl) - 2005 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER 32RT-300T	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	HILTON HEAD
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3700/ 100
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 11409
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- UNK/NR
		Multi-Eng - 8672
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES AFTER TAKEOFF. THE PILOT STATED HE HELD 80 OR 90 KTS INDICATED AND STARTED WHAT HE THOUGHT WAS A NORMAL CLIMB. DURING GEAR RETRACTION, THE AIRCRAFT HIT THE TREES.

Brief of Accident (Continued)

File No. - 2428

12/04/82

HILTON HEAD, SC

A/C Reg. No. N36447

Time (Lc1) - 2005 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
3. 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. - 2546 10/22/82 WATERTOWN,SD A/C Reg. No. N3133L Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	1	

-----Aircraft Information-----

Make/Model - EIPPER-FORMANCE MX-II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 580
No. of Seats - 2

Eng Make/Model - CUYUNA 430
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 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- 140/009 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
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

WATERTOWN MUNICIPAL
Runway Ident - 12
Runway Lth/Wid - 6901/ 75
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 639 Last 24 Hrs - 3
Make/Model- 30 Last 30 Days- 12
Instrument- 65 Last 90 Days- 117
Multi-Eng - 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON ROLLOUT A GUST OF WIND CAUGHT THE AIRCRAFT'S RIGHT WING AND CAUSED THE AIRCRAFT TO SWERVE TO THE LEFT. THE PILOT ATTEMPTED TO COMPENSATE BY APPLYING FULL POWER BUT THE AIRCRAFT TRAVELED LEFT, OUT OF CONTROL AND COLLIDED WITH A ROW OF "T" HANGARS.

Brief of Accident (Continued)

File No. - 2546

10/22/82

WATERTOWN,SD

A/C Reg. No. N3133L

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2483 10/23/82 CAMP CROOK,SD A/C Reg. No. N1190A Time (Lc1) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	0	Serious	0	Minor
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	1	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - PIPER PA-18-125	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 2	Rated Power - 125 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMP CROOK,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		TENNANT RANCH
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2561
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 2500
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MAKING LOW ALTITUDE TURNS FOUND CONTROLS JAMMED AND COLLIDED LEFT WING LOW IN DESCENT WITH BALES OF HAY. FUSELAGE WAS FOUND TO CONTAIN SPENT AND LIVE SHOTGUN SHELLS UNDER THE FLOOR. AILERON HAD A FIRING PIN FROM A SHOTGUN LODGED IN A PULLEY. THE PILOT HAD BEEN AN AERIAL HUNTER FOR YEARS.

Brief of Accident (Continued)

File No. - 2483

10/23/82

CAMP CROOK, SD

A/C Reg. No. N1190A

Time (Lcl) - 1830 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT CONTROL SYSTEM - JAMMED
 2. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. TERRAIN CONDITION - CROP
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2451 4/02/82 MCKINNEY, TX A/C Reg. No. N112CF Time (Lc1) - 1309 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew	3	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- MBB-BOLKOW BO-105CBS	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5300	Engine Type	- TURBOSHAFT	Weather Radar	- YES
No. of Seats	- 3	Rated Power	- 420 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 180/015 KTS	MCKINNEY MUNICIPAL	
Visibility	- 7.0 SM	Runway Ident	- 17
Cloud Conditions(1st)	- 1600 FT OVERCAST	Runway Lth/Wid	- 4000/ 75
Cloud Conditions(2nd)	- NONE	Runway Surface	- MACADAM
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL,ATP,CFI	Current	- YES	Total	- 4100	Last 24 Hrs	- 2
SE LAND,ME LAND	Months Since	- 2	Make/Model	- 7	Last 30 Days	- 25
HELICOPTER	Aircraft Type	- B-206B	Instrument	- 335	Last 90 Days	- 86
			Multi-Eng	- 400	Rotorcraft	- 3000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT ACCELERATED OVER THE RUNWAY AFTER A 10 SEC HOVER. AFTER ACCELERATION, THE ACFT WENT INTO A NOSE HIGH, STEEP, RIGHT CLIMBING TURN. THE ANGLE OF BANK WAS DESCRIBED AS 45 TO 90 DEG. THE PITCH VARIED FROM 15 DEG UP TO 30 DEG DOWN JUST PRIOR TO IMPACT. MAX ALT WAS ESTIMATED TO BE 75 TO 200 FT AGL. THE NOSE DROPPED THROUGH AFTER 90 DEG OF TURN. THE DESCENDING RIGHT TURN CONTINUED UNTIL GROUND CONTACT. WITNESSES REPORTED THAT A RECOVERY WAS APPARENTLY STARTED JUST PRIOR TO IMPACT. THIS TYPE OF MANEUVER WAS PREVIOUSLY USED IN DEMONSTRATIONS DURING UPGRADE TRAINING, BUT NOT IN WINDS THAT EXISTED ON THE DAY OF THE ACCIDENT. ACCORDING TO AN MBB REPORT, THE MANEUVER (AS DESCRIBED) WAS CONSIDERED DANGEROUS. NO MALFUNCTIONS OF THE AIRCRAFT WERE FOUND. BOTH PLTS AND VERY LITTLE EXPERIENCE IN THE BO-105. THE ACFT THAT THEY HAD PREVIOUSLY FLOWN HAD A DELAYED CONTROL RESPONSE WHEN COMPARED TO THE INSTANTANEOUS RESPONSE OF THE MBB HINGE ROTOR SYSTEM.

Brief of Accident (Continued)

File No. - 2451

4/02/82

MCKINNEY, TX

A/C Reg. No. N112CF

Time (Lc1) - 1309 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2406 8/11/82 MONAHANS, TX A/C Reg. No. N450HS Time (Lcl) - 0600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL	Fire		0	0	0	1	
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- BOEING E75	Eng Make/Model	- P & W R-985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2717	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 450 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- 190/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HURD MEMORIAL</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 4500/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3430</p> <p>Make/Model- 75</p> <p>Instrument- 135</p> <p>Multi-Eng - 200</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 209</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT LOST CONTROL OF AIRCRAFT DURING LANDING AND GROUNDLOOPED.

Brief of Accident (Continued)

File No. - 2406

8/11/82

MONAHANS, TX

A/C Reg. No. N450HS

Time (Lcl) - 0600 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----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. - 2409 8/12/82 GLADEWATER, TX A/C Reg. No. N86435 Time (Lcl) - 2230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 337D	Eng Make/Model - CONTINENTAL TSIO-360-A/B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GILMER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GLADEWATER, TX	GLADEWATER
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 80
Cloud Conditions(1st) - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 259
ME LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 64
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 23
		Multi-Eng - 64

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A NIGHT LANDING, NOSE HIGH AND DRAGGED THE REAR PROPELLER. IN ATTEMPTING A GO-AROUND, HE DRAGGED A WING AND DECIDED TO ABORT. DURING THE ABORTED GO-AROUND, HE RAN OFF THE END OF THE RUNWAY AND DAMAGED THE AIRCRAFT ON ROUGH, BRUSHY TERRAIN. THE PILOT STATED THAT HE NEEDED MORE NIGHT TRAINING.

Brief of Accident (Continued)

File No. - 2409

8/12/82

GLADEWATER, TX

A/C Reg. No. N86435

Time (Lc1) - 2230 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXPERIENCE - PILOT IN COMMAND
4. PROPELLER SYSTEM/ACCESSORIES, BLADE - OVERLOAD
5. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 OVERRUN
Phase of Operation LANDING

Finding(s)
8. ABORT - PERFORMED - PILOT IN COMMAND
9. TERRAIN CONDITION - ROUGH/UNEVEN
10. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 1,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2407

8/21/82

ABILENE, TX

A/C Reg. No. N60157

Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA 150-J
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- CALM
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RANGER, TX
Destination
ABILENE, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - CONTACT

Airport Proximity
ON AIRPORT

Airport Data

ELMDALE
Runway Ident - 17
Runway Lth/Wid - 3000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 68
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 25030
Make/Model- UNK/NR
Instrument- UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON RUNWAY AFTER THE T-6 LANDED ON GRASS TO RIGHT OF THE RUNWAY. THE T-6 TURNED TOWARD THE RAMP AND
CROSSED PATH OF THE CESSNA ON THE RUNWAY. A COLLISION OCCURRED AS THE CESSNA PILOT TRIED TO GO-AROUND AND OVERFLY THE
AT-6.

Brief of Accident (Continued)

File No. - 2407

8/21/82

ABILENE, TX

A/C Reg. No. N60157

Time (Lc1) - 1200 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT OF OTHER AIRCRAFT
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. GO-AROUND - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2407 8/21/82 ABILENE, TX A/C Reg. No. N42BA Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage MINOR		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI		Other	0	0	2
					None
					1
					0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN AT-6A	Eng Make/Model - P & W R-1340-N1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	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- CALM</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BRECKENRIDGE, TX</p> <p>Destination ABILENE, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - CONTACT</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data ELMDALE</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 3000/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 60</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5798</p> <p>Make/Model- 186</p> <p>Instrument- 553</p> <p>Multi-Eng - 566</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

TWO AIRCRAFT, AN AT-6A A CESSNA 150J (N60157) ARRIVED AT ABILENE, TX AT ABOUT THE SAME TIME TO ATTEND AN AIRSHOW AT THE ELMDALE AIRPORT. THE AT-6A PILOT LANDED TOWARD THE NORTH ON THE GRASS TO THE EAST OF RUNWAY 35. THE CESSNA 150 WAS LANDED ON RUNWAY 17. AFTER LANDING, THE AT-6A PILOT TURNED LEFT TO PROCEED TO THE PARKING RAMP. AS THE AT-6A CROSSED THE RUNWAY, THE CESSNA 150J PILOT ATTEMPTED TO GO-AROUND TO AVOID A COLLISION. HOWEVER, THE MAIN GEAR OF THE CESSNA STRUCK THE RIGHT WING OF THE AT-6A. THE CESSNA THEN COLLIDED WITH THE GROUND, FLIPPED OVER AND WAS SUBSTANTIALLY DAMAGED. THE AT-6 RECEIVED MINOR DAMAGE.

Brief of Accident (Continued)

File No. - 2407

8/21/82

ABILENE, TX

A/C Reg. No. N42BA

Time (Lc1) - 1200 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. GO-AROUND - IMPROPER USE OF - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2507 9/05/82 KATY, TX A/C Reg. No. N1052K Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF		Other	0	0	0	2

-----Aircraft Information-----

Make/Model - I.C.A BRASOV IS-28B2	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 - 1300	Engine Type - N/A	Weather Radar - NO
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/002 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 - NONE	Airport Proximity ON AIRPORT Airport Data HARBICAN Runway Ident - 27 Runway Lth/Wid - 2700 -UNK/NR Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA GLIDER Instrument Rating(s) - AIRPLANE	Age - 47 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 494 Make/Model- 61 Instrument- 47 Multi-Eng - 8 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 47
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-----Narrative-----

N1052Y AN I.C.A BRASOV GLIDER WAS BEING TOWED FOR TAKEOFF. DURING THE TAKEOFF RUN THE TOWPLANE ABORTED AND CONTINUED TO ROLL STRAIGHT AHEAD ON THE CENTER LINE OF A RELATIVELY NARROW TURF AIRSTRIP. THE PILOT OF N1052K DEPLOYED HIS SPOILERS AND ATTEMPTED TO STEER PAST THE PARKED TOW SHIP, BUT CAUGHT A WING TIP ON ITS RUDDER AND WAS SPUN INTO THE TURNING PROPELLER OF THE TOWPLANE.

Brief of Accident (Continued)

File No. - 2507

9/05/82

KATY, TX

A/C Reg. No. N1052K

Time (Lc1) - 1830 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. CLEARANCE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2507

9/05/82

KATY, TX

A/C Reg. No. N4167Y

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TOWING GLIDERS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

MINOR

Fire

NONE

Fatal

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

1

1

2

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2150
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/002 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

HARBICAN

Runway Ident - 27

Runway Lth/Wid - 2700 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

GLIDER

Age - 32

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1012

Make/Model- 91

Instrument- 61

Multi-Eng - 345

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N4167Y, A BELLANCA 8GCBC, WAS BEING USED AS A GLIDER TOWPLANE. DURING THE TAKEOFF RUN THE PILOT ABORTED BECAUSE HE FELT HE HAD INADEQUATE PERFORMANCE FOR A NORMAL TOW. HE CONTINUED TO ROLL STRAIGHT AHEAD ON THE CENTER LINE OF A RELATIVELY NARROW TURF AIRSTRIP. THE LEFT WING OF THE GLIDER STRUCK THE RUDDER OF N4167Y, WHICH HAD SLOWED TO A STOP, AND THE GLIDER THEN SPUN TO THE LEFT PASSING THE TOWCRAFT AND RUNNING INTO THE PROPELLER.

Brief of Accident (Continued)

File No. - 2507

9/05/82

KATY, TX

A/C Reg. No. N4167Y

Time (Lcl) - 1830 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2506

9/10/82

TOMBALL, TX

A/C Reg. No. N3980A

Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER

ON-DEMAND AIR TAXI

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

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

4

Accident Occurred During

-LANDING

-----Aircraft Information-----

Make/Model - CESSNA 310R

Eng Make/Model - CONTINENTAL IO-520-M

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5500

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 6

Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 070/007 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 25000 FT

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AUSTIN, TX

Destination

TOMBALL, TX

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - TOWER

Type Apch/Lndg - NDB

Airport Proximity

ON AIRPORT

Airport Data

DAVID WAYNE HOOKS

Runway Ident - 17

Runway Lth/Wid - 7000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10883

Make/Model- 324

Instrument- 1104

Multi-Eng - 7800

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 111

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED ON LANDING ROLL. THE AIRCRAFT DEPARTED THE RUNWAY AND CROSSED A DRAINAGE DITCH SUSTAINING SUBSTANTIAL DAMAGE TO THE FUSELAGE. INSPECTION OF THE LANDING GEAR REVEALED THE BOLT THAT CONNECTS THE RETRACTION DRAG LINK, PN 0841226-4, TO THE LANDING GEAR STRUT WAS BROKEN.

Brief of Accident (Continued)

File No. - 2506

9/10/82

TOMBALL, TX

A/C Reg. No. N3980A

Time (Lcl) - 0930 CDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2504

9/22/82

WALLER, TX

A/C Reg. No. N6453V

Time (Lcl) - 1300 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 - OTHER
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - HELIO H-295
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - LYCOMING G0-480
Number Engines - 1
Engine Type - UNK/NR
Rated Power - 295 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- 110/010 KTS
Visibility - 10.0 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
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)
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-----

A WITNESS OBSERVED THE AIRCRAFT DEPART FROM A HARD SURFACE RUNWAY. THE AIRCRAFT REMAINED CLOSE TO THE RUNWAY SURFACE AFTER LIFT-OFF AND WAS OBSERVED TO MAKE AN ABRUPT PULL-UP TO A NOSE-HIGH CLIMB ANGLE. THE AIRCRAFT CLEARED WIRES THEN APPEARED TO FALL OFF TO THE RIGHT AND IMPACT THE GROUND.

Brief of Accident (Continued)

File No. - 2504

9/22/82

WALLER, TX

A/C Reg. No. N6453V

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. PULL-UP - PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2526

9/24/82

PALACIOS, TX

A/C Reg. No. N47973

Time (Lcl) - 1500 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 - CRUISE

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/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 - 75.0 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 - 23

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	-	2000	Last 24 Hrs -	2
Make/Model-	150		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A LARGE BLACK BIRD (SPECIES UNKNOWN) WHILE FLYING AT 300 TO 500 FEET MSL. IMPACT OCCURRED NEAR THE OUTBOARD END OF THE RIGHT WING. IMMEDIATELY AFTER THE COLLISION THE PILOT MADE A SUCCESSFUL PRECAUTIONARY LANDING.

Brief of Accident (Continued)

File No. - 2526

9/24/82

PALACIOS, TX

A/C Reg. No. N47973

Time (Lcl) - 1500 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - BIRD(S)
2. PRECAUTIONARY LANDING - SELECTED - 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. - 2543 10/28/82 MCALLEN, TX

A/C Reg. No. N47916

Time (Lcl) - 1025 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL - DUAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-28-161

Eng Make/Model - LYCOMING O-320-3G

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/013 KTS

Visibility - 10.0 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

MILLER FIELD

Runway Ident - 13

Runway Lth/Wid - 7103/ 150

Runway Surface - ASPHALT

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 72

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL.CFI

Current - YES

Total - 21000

Last 24 Hrs - 0

SE LAND, ME LAND

Months Since - 11

Make/Model- 9000

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 3000

Last 90 Days- 32

Multi-Eng - 12000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON APPROACH THE PILOT ENCOUNTERED WIND SHEAR AND DOWNDRAFTS AND SUBSEQUENTLY STRUCK THE NUMBER 2 APPROACH LIGHT STANCHION. THE GEAR ASSEMBLY SHEARED OFF AND THE AIRCRAFT TOUCHED DOWN ON THE RUNWAY AND VEERED TO THE RIGHT.

Brief of Accident (Continued)

File No. - 2543

10/28/82

MCALLEN, TX

A/C Reg. No. N47916

Time (Lcl) - 1025 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - APPROACH LIGHT/NAVAID
2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - GUSTS
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(MOTION SICKNESS) - DUAL STUDENT
6. WEATHER CONDITION - WINDSHEAR
7. WEATHER CONDITION - DOWNDRAFT
8. LANDING GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2446 10/31/82 SAN ANTONIO, TX A/C Reg. No. N71557 Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/020 KTS

Visibility - 15.0 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

AUSTIN, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MIDLAKE AIRPORT

Runway Ident - 16

Runway Lth/Wid - 2600/ 200

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7458

Make/Model- 71

Instrument- 155

Multi-Eng - 110

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 106

Rotorcraft - 6662

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT TOOKOFF IN GUSTY WINDS AND ACCELERATED TO ABOUT 85 KTS. THE AIRCRAFT THEN CLIMBED STEEPLY, STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 2446

10/31/82

SAN ANTONIO, TX

A/C Reg. No. N71557

Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2503 11/01/82 HOUSTON, TX A/C Reg. No. N21136 Time (Lcl) - 0012 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300	Eng Make/Model - LYCOMING IO-540-K1GSD	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 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	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 500 FT BROKEN	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 - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	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
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT STRUCK A TREE WHEN THE PILOT WAS LANDING ON A ROAD. AFTER TREE IMPACT, THE AIRCRAFT SPUN AROUND AND CRASHED ON THE ROAD SLIDING INTO A CULVERT AND A TELEPHONE POLE. THE AIRCRAFT HAD BEEN STOLEN AND TWO OCCUPANTS WERE OBSERVED TO EXIT THE AIRCRAFT AND RUN. IT IS ASSUMED THEY WERE NOT INJURED. AN EXAMINATION OF THE AIRCRAFT REVEALED EMPTY FUEL TANKS.

Brief of Accident (Continued)

File No. - 2503

11/01/82

HOUSTON, TX

A/C Reg. No. N21136

Time (Lc1) - 0012 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation UNKNOWN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - IMPROPER USE OF - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - UTILITY POLE

-----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) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2439 11/01/82 3 NORTH BROOKSHIRE, TX A/C Reg. No. N28352 Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal Injuries

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - JOHNSON, DOUGLAS L. JAYHAWK
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 734
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 1970/1640CCVW
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 62 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- 170/010 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPORT FLYERS ARPT.,TX

Destination

SPORT FLYERS ARPT.,TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 188

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PREVIOUS OWNER HAD JUST SOLD THE AIRCRAFT AND HAD MOVED IT ON A TRAILER, WITH THE WINGS REMOVED, TO THE NEW OWNER. AFTER THE WINGS WERE RE-INSTALLED, THE PREVIOUS OWNER FLEW THE AIRCRAFT TO DEMONSTRATE THE HANDLING CHARACTERISTICS. THE NEXT FLIGHT WAS FLOWN BY AN ASSOCIATE OF THE NEW OWNER. AFTER THE PILOT TOOKOFF, HE WAS FLYING IN THE VICINITY OF THE AIRPORT. A WITNESS REPORTED THAT THE AIRCRAFT WAS GOING DOWNWIND IN STRAIGHT AND LEVEL FLIGHT AT ABOUT 700 TO 900 FT, WHEN IT WENT INTO A RIGHT TURN, THEN ENTERED A SPIN OR SPIRAL. ANOTHER WITNESS REPORTED THAT THE RIGHT WING AND NOSE DROPPED, THE PLANE BEGAN A RIGHT SPIRALING DESCENT, AND AFTER LOSING ABOUT 200 TO 300 FT, IT ENTERED A SPIN AND CRASHED. THE PILOT'S WIFE STATED HE HAD SUFFERED A HEAD INJURY IN JANUARY 1981, AND SUBSEQUENTLY HAD SOME SPELLS OF DIZZINESS, BUT HAD IMPROVED. HE ALSO HAD RECENT SURGERY TO REMOVE HIS APPENDIX, AND REPORTEDLY, HAD NOT YET RESUMED HIS NORMAL WORK. NRLY 2 YRS BFR, HI TRIGLYCERIDE LVL, BUT NO HEART PROBLEM VERIFIED.

Brief of Accident (Continued)

File No. - 2439

11/01/82

3 NORTH BROOKSHIRE, TX

A/C Reg. No. N28352

Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2501 11/01/82 ANDREWS, TX

A/C Reg. No. N7521Z

Time (Lcl) - 0113 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1344
Make/Model- 230
Instrument- 11
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 174

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLIGHT THE PILOT LANDED ON A GRAVEL ROAD. WHEN THE AIRCRAFT SPEED WAS REDUCED TO ABOUT 25 MPH THE LEFT WHEEL BROKE AND THE AIRCRAFT NOSED OVER. INSPECTION OF THE AIRCRAFT REVEALED THAT THE LEFT MAIN LANDING GEAR WHEEL BOLTS PULLED OUT OF THE OUTER AND INNER SEPARATED HALVES.

Brief of Accident (Continued)

File No. - 2501

11/01/82

ANDREWS, TX

A/C Reg. No. N7521Z

Time (Lcl) - 0113 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. LANDING GEAR, WHEEL - FAILURE, TOTAL
-

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. - 2466 11/02/82 AUSTIN, TX A/C Reg. No. N55SW Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	NONE		Fatal	1	0	4
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	63
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	63
Accident Occurred During	-CLIMB						

-----Aircraft Information-----

Make/Model	- BOEING 737-200	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 100800	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 124	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- BRFG RCVD. SOURCE UNK	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	SAN ANTONIO, TX			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	DALLAS, TX		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Cloud Conditions(1st)	- 18000 FT BROKEN	Type of Clearance	- IFR	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 - 38	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 7000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 3000	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) - AIRPLANE

-----Narrative-----

THE PILOT PENETRATED THE TOP OF A CUMULUS CLOUD WHILE CLIMBING FROM 18000 TO 20000 FEET. A SHARP JOLT WAS FELT AND TURBULENCE CONTINUED FOR 3-4 SECONDS. A STEWARDESS FELL AND BROKE HER ANKLE.

Brief of Accident (Continued)

File No. - 2466

11/02/82

AUSTIN, TX

A/C Reg. No. N55SW

Time (Lc1) - 1500 CST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS

-----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. - 2574 11/21/82 MCKINNEY, TX A/C Reg. No. N6409M Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		MCKINNEY MUNI.
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	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 - 41	Medical Certificate - VALID MEDICAL-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 - 1
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ON HER 2ND SOLO FLIGHT FAILED TO FLARE DURING LANDING. A HARD LANDING AND IMPROPER RECOVERY FROM BOUNCED LANDING FOLLOWED. THE AIRCRAFT LEFT THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2574

11/21/82

MCKINNEY, TX

A/C Reg. No. N6409M

Time (Lcl) - 1045 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2582

11/30/82

ADDISON, TX

A/C Reg. No. N67185

Time (Lc1) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

DESTROYED

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - CESSNA 150H

Eng Make/Model - CONTINENTAL O-200

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 2 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180 -UNK/NR

Visibility - 3.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- GROUND FOG

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MESQUITE, TX

Airport Proximity

ON AIRPORT

Airport Data

ADDISON

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 - 26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 56

Last 24 Hrs - 0

SE LAND

Months Since - 1

Make/Model- 56

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 2

Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

PILOT HAND PROPPED ENGINE WITH AIRCRAFT COCKPIT UNATTENDED. AIRCRAFT STARTED TAXIING AND COLLIDED WITH ANOTHER UNATTENDED AIRCRAFT PARKED ON THE RAMP.

Brief of Accident (Continued)

File No. - 2582

11/30/82

ADDISON, TX

A/C Reg. No. N6718S

Time (Lcl) - 1745 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2560 1/15/82 28 MI ENE OGDEN,UT A/C Reg. No. N6520Y Time (Lcl) - 1857 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	1	0	0	0
Flight Conducted Under	-14 CFR 91	2	0	0	0
Accident Occurred During	-DESCENT				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4016
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 002/007 KTS

Visibility - 25.0 SM

Cloud Conditions(1st) - 5500 FT BROKEN

Cloud Conditions(2nd) - 16000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
GILLETTE,WY

Destination
SALT LAKE CITY,UT

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

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 - 51

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 - 2000 Last 24 Hrs - 2

Make/Model- 250 Last 30 Days- 0

Instrument- UNK/NR Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR FLT AT 12,000 FT THE PLT CONTACTED ATC & REQUESTED A HIGHER ALTITUDE TO GET OUT OF IMC. HE WAS CLEARED TO CLIMB & MAINTAIN 14,000 FT. THE PLT ACKNOWLEDGED THE CLEARANCE AT 1855 & WAS NOT HEARD FROM AGAIN. RADAR CONTACT WAS LOST AT 1859. APPROXIMATELY 1 HR EARLIER DURING THE FLT THE PLT WAS ADVISED OF A SIGMET THAT INCLUDED MODERATE TO SEVERE TURBULENCE BELOW 18,000 FT WITH STRONG UPDRAFTS & DOWNDRAFTS. EXAMINATION OF ATC'S ITAP REVEALED THAT THE ACFT'S GROUND SPEED DECREASED FROM 110 TO 70K AT APPROXIMATELY THE TIME THE PLT RECEIVED HIS CLEARANCE TO CLIMB TO 14,000 FT. SHORTLY THEREAFTER GROUND SPEED INCREASED TO 90K. IN ADDITION TO THE GROUND SPEED DEVIATION FOLLOWING THE PLT'S ACKNOWLEDGEMENT OF THE ALTITUDE CHANGE, THE ACFT CHANGED HEADING ABOUT 90 DEG TO THE RIGHT OF THE ORIGINAL WESTERLY COURSE. THE ACFT CONTINUED ON THIS NORTHERLY COURSE UNTIL RADAR CONTACT WAS LOST. THE PLT DID NOT REPORT ANY PROBLEMS TO ARTCC DURING THE TIME OF THE COURSE CHANGE OR GROUND SPEED DEVIATION.

Brief of Accident (Continued)

File No. - 2560

1/15/82

28 MI ENE OGDEN,UT

A/C Reg. No. N6520Y

Time (Lcl) - 1857 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER CONDITION - TURBULENCE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2477

6/11/82

CENTRAL,UT

A/C Reg. No. N8278G

Time (Lcl) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

Fatal

0

Serious

0

Minor

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 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

PRIVATE STRIP

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 - VISUAL STRAIGHT-IN
CONTACT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,SE SEA

Age - 55

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11000

Make/Model- 8500

Instrument- 25

Multi-Eng - 50

Last 24 Hrs - 0

Last 30 Days- 100

Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

PILOT RAN OUT OF FUEL AND MADE A FORCED LANDING DURING WHICH A WING COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 2477

6/11/82

CENTRAL,UT

A/C Reg. No. N8278G

Time (Lc1) - 1430 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - 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 - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2508 9/10/82 DELTA,UT A/C Reg. No. N880CA Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						1
						3

-----Aircraft Information-----

Make/Model - PIPER PA-31T	Eng Make/Model - P & W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9000	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 620 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DELTA,IT	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 60
Cloud Conditions(1st) - 3000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4680
SE LAND,ME LAND	Months Since - 14	Make/Model- 680
	Aircraft Type - UNK/NR	Instrument- 400
		Multi-Eng - 2490
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Rotorcraft - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY. THE PILOT STATED THAT LEFT RUDDER AND BRAKE DID NOT KEEP THE AIRCRAFT ON THE RUNWAY. HE BELIEVED THAT THE RIGHT BRAKE LOCKED OR THE LEFT REVERSER DID NOT ACTIVATE. AN EXAMINATION OF THE AIRCRAFT REVEALED NO MECHANICAL MALFUNCTION OF THE BRAKING SYSTEM OR FLIGHT CONTROLS.

Brief of Accident (Continued)

File No. - 2508

9/10/82

DELTA,UT

A/C Reg. No. N880CA

Time (Lcl) - 1030 MDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2545 10/16/82 EPHRIAM,UT A/C Reg. No. N63498 Time (Lcl) - 1310 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - BOWERS FLY BABY 1A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 925	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC		
Wind Dir/Speed- CALM	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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 810
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - PIPER	Make/Model- 10
		Instrument- 0
GLIDER		Last 30 Days- 3
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

APPROXIMATELY 4 FT OF THE INBOARD SECTION OF THE LEFT WING SEPARATED IN FLIGHT DURING AN AEROBATIC MANEUVER. WITNESSES STATED THAT THE ACFT HAD BEEN PERFORMING LITTLE LOOPS & THEN IT WENT STRAIGHT UP & ROLLED OFF TO THE LEFT UPSIDE DOWN. IT THEN SPIRALLED ONCE OR TWICE, STRAIGHTENED OUT, MADE A SLIGHT RIGHT TURN & THEN THE WING FAILED. THE LATEST OPERATING LIMITATIONS FOR THE AMATEUR BUILT ACFT SPECIFICALLY PROHIBITS ANY INTENTIONAL AEROBATIC FLT MANEUVERS.

Brief of Accident (Continued)

File No. - 2545

10/16/82

EPHRIAM,UT

A/C Reg. No. N63498

Time (Lcl) - 1310 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. WING - OVERLOAD
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 5. WING - FAILURE,PARTIAL
 6. 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2548 11/06/82 NEAR HOLDEN,UT A/C Reg. No. N67084 Time (Lc1) - 1115 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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 - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALT LAKE CITY,UT
Destination
HOLDEN,UT

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 - 34
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 - 270
Make/Model- 200
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND HIS WIFE HAD FLOWN FROM SALT LAKE CITY TO HOLDEN, UT. ACCORDING TO HIS FATHER, THE PLANE CRASHED IN AN OPEN FIELD WHILE THE PILOT WAS FLYING LOW AND LOOKING FOR A PLACE TO LAND. THE PLANE CRASHED IN AN OPEN GRAIN FIELD IN ABOUT A 15 DEG NOSE DOWN ATTITUDE. THE WRECKAGE REMAINED INTACT AND NO MARKS WERE FOUND TO INDICATE FORWARD MOTION. THE SEATS FAILED DOWNWARD DURING IMPACT AND THE OCCUPANTS RECEIVED SPINAL FRACTURES. THE STUDENT PILOT'S LAST DUAL INSTRUCTION WAS ON 3/28/82 AND HE WAS ENDORSED TO MAKE A CROSS-COUNTRY FLIGHT AT THAT TIME.

Brief of Accident (Continued)

File No. - 2548

11/06/82

NEAR HOLDEN,UT

A/C Reg. No. N67084

Time (Lcl) - 1115 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2575 11/07/82 BICKNELL,UT A/C Reg. No. N555AW Time (Lcl) - 1415 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	1	0	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AA1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING 235-L2C
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- 210/002 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAS

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,ME LAND

Age - 48
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	55
Make/Model-	2
Instrument-	5
Multi-Eng -	5
Last 24 Hrs -	6
Last 30 Days-	UNK/NR
Last 90 Days-	9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER DEPARTING THE BICKNELL AIRPORT, A STRONG DOWNDRAFT FORCED THE AIRCRAFT INTO THE GROUND WHILE APPROACHING THE LEE SIDE OF A RIDGE LINE. HE INDICATED THE AIRCRAFT WAS AT ABOUT 100 MPH INDICATED AIRSPEED WHEN GROUND CONTACT WAS MADE. HE ALSO STATED THAT THERE WERE NO MECHANICAL DIFFICULTIES WITH THE AIRCRAFT OR ENGINE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2575

11/07/82

BICKNELL,UT

A/C Reg. No. N555AW

Time (Lcl) - 1415 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 5. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 2,3,4,5

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. - 2584 8/04/82 SUFFOLK, VA A/C Reg. No. NONE Time (Lcl) - 0013 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -OTHER	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -TAKEOFF			0	0	0

-----Aircraft Information-----

Make/Model - BENSON B8M	Eng Make/Model - MCCULLOCH	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 36 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		SUFFOLK
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 10
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS PRACTICING HIGH SPEED TAXI WITH OCCASIONAL LIFT OFF AND LANDING. HE STATED THAT ON THIS LIFT OFF THE AIRCRAFT WAS APPROXIMATELY 25 FEET OFF THE GROUND WHEN HE LOST CONTROL.

Brief of Accident (Continued)

File No. - 2584

8/04/82

SUFFOLK,VA

A/C Reg. No. NONE

Time (Lc1) - 0013 EDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2467 10/08/82 BOONES MILL, VA A/C Reg. No. N3957L Time (Lcl) - 1407 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
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - OBSCURED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MYRTLE BEACH, SC
Destination
LIVERPOOL, 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 - 49

Biennial Flight Review

Current - NO
Months Since - 90
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 729	Last 24 Hrs	- 2
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS TRYING TO APPROACH ROANOKE IN WEATHER THAT OBSCURED THE MOUNTAIN TOPS. HE CRASHED INTO A MOUNTAIN SLOPE AT THE 2900 FOOT LEVEL. HE HAD CONTACTED ROANOKE RADIO BUT RADAR CONTACT HAD NOT BEEN ESTABLISHED. DURING HIS WEATHER BRIEFING VFR FLIGHT HAD NOT BEEN RECOMMENDED. TWO WITNESSES STATED THAT THEY HEARD THE AIRCRAFT CIRCLE OVERHEAD BEFORE IT CRASHED, BUT THEY WERE UNABLE TO SEE THE PLANE DUE TO HEAVY FOG.

Brief of Accident (Continued)

File No. - 2467

10/08/82

BOONES MILL, VA

A/C Reg. No. N3957L

Time (Lcl) - 1407 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. TERRAIN CONDITION - RISING
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2502 11/01/82 EXMORE,VA A/C Reg. No. N981C Time (Lcl) - 1420 EST

-----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	- STINSON 108-3	Eng Make/Model	- FRNKLIN 6A4-165-B3	ELT Installed/Activated	- YES/YES
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	- 4	Rated Power	- 165 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</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>EASTON,MD</p> <p>Destination</p> <p>BAYBORO,NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 65</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 - 1359</p> <p>Make/Model- 1159</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT NOTICED A DECREASE IN OIL PRESSURE AND ELECTED TO LAND AT AN ALTERNATE AIRPORT. WHILE EN ROUTE, A COMPLETE LOSS OF OIL PRESSURE OCCURRED AND THE PILOT EXECUTED AN EMERGENCY LANDING IN AN OPEN FIELD. WHILE ON THE LANDING ROLL, THE AIRCRAFT HIT A SOFT SPOT AND NOSED OVER. AN EXAMINATION OF THE ENGINE REVEALED THERE WAS A DIMPLE AND HOLE IN THE ROCKER BOX COVER OF THE NO 3 CYLINDER. A LOOSE 3/8-24 HEXAGON JAM NUT (FOR THE INTAKE ROCKER ARM ADJUSTING SCREW) WAS FOUND INSIDE THE ROCKER BOX COVER. THE HOLE AND DIMPLE IN THE ROCKER BOX COVER WERE OPPOSITE OF THE EXHAUST ROCKER ARM ADJUSTING SCREW AND MATCHED THE SIZE AND SHAPE OF THE LOOSE NUT.

Brief of Accident (Continued)

File No. - 2502

11/01/82

EXMORE,VA

A/C Reg. No. N981C

Time (Lcl) - 1420 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,OTHER - LOOSE
2. ENGINE ASSEMBLY,OTHER - PENETRATED
3. LUBRICATING SYSTEM - LEAK
4. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2590 11/25/82 BEDFORD, VA A/C Reg. No. N60631 Time (Lcl) - 1345 EST

-----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	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CESSNA 150J	Eng Make/Model	- CONTINENTAL 635-423-AR	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</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="text-align: center;">NEW LONDON, VA</p> <p>Destination</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 41
	Months Since - N/A	Make/Model- 41
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING STALLS AND TURNS, THE STUDENT STATED THE AIRCRAFT BEGAN TO VIBRATE. THE STUDENT ATTEMPTED TO ELIMINATE THE VIBRATION BY REDUCING AND ADVANCING THE THROTTLE AND FOUND THE HIGHER THE RPM, THE GREATER THE VIBRATION. UPON ATTEMPTING TO LAND IN AN OPEN FIELD THE ENGINE QUIT ON FINAL APPROACH, THE NOSE GEAR COLLAPSED ON LANDING, AND THE AIRCRAFT FLIPPED OVER. FURTHER EXAMINATION REVEALED INTAKE VALVE NUMBER 1 WAS STUCK IN THE OPEN POSITION.

Brief of Accident (Continued)

File No. - 2590

11/25/82

BEDFORD,VA

A/C Reg. No. N60631

Time (Lc1) - 1345 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. ENGINE ASSEMBLY, VALVE - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2540 11/28/82 CHESAPEAKE, VA A/C Reg. No. N9025C Time (Lcl) - 1958 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injuries		
	DESTROYED			Fatal	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	1	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - PIPER PA-28R	Eng Make/Model - CONTINENTAL TS10-360-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ORLANDO, FL	HAMPTON ROADS
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 4.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3326/ 70
Cloud Conditions(1st) - 500 FT BROKEN	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 1500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 516
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 265
		Last 30 Days- UNK/NR
		Last 90 Days- 125
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD PREVIOUSLY BEEN FLOWN FROM ORLANDO, FL TO NORFOLK/CHESAPEAKE, VA. WHILE THE ORIGINAL NON-INSTRUMENT RATED PILOT WAS IN VIRGINIA, THE WEATHER DETERIORATED, SO THE OWNER FLEW UP FROM ORLANDO (VIA THE AIRLINES) TO FLY THE ORIGINAL OCCUPANTS BACK TO FLORIDA. A WITNESS REPORTED THAT BEFORE TAKEOFF, THERE WAS A DISCUSSION ABOUT HOW THE NON-INSTRUMENT RATED PILOT COULD GET SOME INSTRUMENT FLIGHT TIME ON THE RETURN FLIGHT. FOR THE RETURN FLIGHT, THE OWNER OCCUPIED THE RIGHT FRONT SEAT AS THE PILOT-IN-COMMAND. HE STATED THAT DURING TAKEOFF, THE NON-INSTRUMENT RATED PILOT WAS FLYING THE AIRCRAFT FROM THE LEFT FRONT SEAT. THE OWNER STATED THAT HE REMEMBERED THE OTHER PILOT REACHING FOR THE LANDING GEAR HANDLE TO RAISE THE GEAR, AND SECONDS LATER, THE AIRCRAFT HIT A TREE. ONE WITNESS REPORTED THAT HE COULD SEE THE AIRCRAFT AT ALL TIMES DURING TAKEOFF FROM LIFT-OFF UNTIL IT CRASHED.

Brief of Accident (Continued)

File No. - 2540

11/28/82

CHESAPEAKE,VA

A/C Reg. No. N9025C

Time (Lcl) - 1958 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. PROPER CLIMB RATE - NOT MAINTAINED - COPILOT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND
7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2404 8/23/82 CHARLOTTE AMALIE,VI A/C Reg. No. N87629 Time (Lcl) - 1800 AST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED,INTL,CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-TAXI			0	0	0	4	
				0	0	0	0	

-----Aircraft Information-----

Make/Model	- DOUGLAS C-47	Eng Make/Model	- P & W R-1830-92	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 26200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 1200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAN JUAN,PR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE AMALIE,VI	HARRY STRUMAN
Wind Dir/Speed- 080/010 KTS		Runway Ident - N/A
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(2nd) - 10000 FT BROKEN	Type of Clearance - TOWER	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

--- Personnel Information---

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1700
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED NORMAL BRAKING PRESSURE FAILED WHILE TAXIING ON THE RAMP. HE ATTEMPTED TO STEER CLEAR OF OTHER AIRCRAFT, BUT COLLIDED WITH TWO PARKED DC-3 AIRCRAFT. NO DETERMINATION OF THE NATURE OF THE BRAKING PROBLEM WAS MADE.

Brief of Accident (Continued)

File No. - 2404

8/23/82

CHARLOTTE AMALIE, VI

A/C Reg. No. N87629

Time (Lcl) - 1800 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

2. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2500 11/07/82 EVERETT, WA A/C Reg. No. N33RF Time (Lcl) - 1730 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

Serious

0

Minor

0

None

1

0

-----Aircraft Information-----

Make/Model - FROELICH M-II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
BELLINGHAM, WA
Destination
SEATTLE, WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 110/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 1400 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

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 - 45
Biennial Flight Review
Current - NO
Months Since - 72
Aircraft Type - C-182

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 1260	Last 24 Hrs	- 3
Make/Model	- 480	Last 30 Days	- UNK/NR
Instrument	- 3	Last 90 Days	- 23

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ACTING AS SAFETY PILOT FOR A FRIEND IN FORMATION UNDER THE HOOD IN ANOTHER AIRCRAFT. HE NOTICED HIS FUEL WAS LOW, CALLED HIS FRIEND AND HEADED FOR HOME. WHEN HIS ENGINE QUIT 2 MILES FROM PAINE FIELD HE DITCHED. THE AIRCRAFT SANK AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2500

11/07/82

EVERETT,WA

A/C Reg. No. N33RF

Time (Lcl) - 1730 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2522 7/28/82 BRUCE,WI

A/C Reg. No. N53056

Time (Lcl) - 0610 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	2	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire Crew
NONE Pass

-----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- 340/004 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- GROUND FOG
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 - 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 - 24
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 125
Make/Model- 45
Instrument- 17
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED AN ALFALFA FIELD THAT WAS EIGHT INCHES HIGH AND HEAVILY SATURATED WITH DEW. A WITNESS STATED THAT UPON TAKEOFF THE NOSE OF THE AIRCRAFT WAS ABRUPTLY RAISED, THE AIRCRAFT ROSE ABOUT 50 FEET, THE LEFT WING DROPPED, THE AIRCRAFT DESCENDED, AND THE LEFT WING STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 2522

7/28/82

BRUCE,WI

A/C Reg. No. N53056

Time (Lc1) - 0610 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VLOF - NOT OBTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - WET
 5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2479

8/12/82

BOYCEVILLE,WI

A/C Reg. No. N25325

Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Serious	Minor	None
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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 -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/004 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 2500 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

Airport Proximity

ON AIRPORT

Airport Data

BOYCEVILLE

Runway Ident - 22

Runway Lth/Wid - 2750/ 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)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 38 Last 24 Hrs - 1

Make/Model- 3 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

SOLO STUDENT PILOT ON 2ND TAKEOFF AFTER A DELAY ABORTED THE TAKEOFF. DURING ABORT HE LOST CONTROL AND GROUND-
LOOPED INTO A PILE OF LOGS. THE AIRCRAFT THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 2479

8/12/82

BOYCEVILLE, WI

A/C Reg. No. N25325

Time (Lcl) - 1745 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

4. OBJECT - OBJECT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2412 9/16/82 BEAVER DAM,WI A/C Reg. No. N4676D Time (Lcl) - 1544 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH H35	Eng Make/Model - CONTINENTAL O-470-O	ELT Installed/Activated - YES/NO
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 - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MADISON,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JUNEAU,WI	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 7500 FT OVERCAST	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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1775
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1530 CDT, THE AIRCRAFT DEPARTED MADISON, WI ON A FLIGHT TO THE DODGE COUNTY AIRPORT AT JUNEAU, WI. ACCORDING TO A FIXED BASE OPERATOR AT JUNEAU, THE PILOT HAD MADE ARRANGEMENTS TO FLY THE AIRCRAFT THERE ON THAT DATE FOR AN ANNUAL INSPECTION. AT 1544, THE PLANE CRASHED ON DOWNSLOPING TERRAIN IN AN UNPLANTED CORN FIELD AND WAS DESTROYED. NUMEROUS WITNESSES REPORTED SEEING THE PLANE, BUT DID NOT HEAR THE ENGINE RUNNING. ONE WITNESS SAW THE AIRCRAFT CIRCLE FROM A NORTHERLY HEADING AND TURN TOWARD THE SOUTHWEST BEFORE IT CRASHED. ACCORDING TO A SHERIFF'S REPORT, THE WIND WAS FROM THE SOUTHWEST. AN EXAMINATION OF THE ENGINE WAS MADE, BUT NO PREIMPACT MALFUNCTIONS OR FAILURES WERE FOUND. THE CRASH SITE WAS LOCATE ABOUT 6 MI FROM THE DESTINATION AIRPORT.

Brief of Accident (Continued)

File No. - 2412

9/16/82

BEAVER DAM,WI

A/C Reg. No. N4676D

Time (Lcl) - 1544 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
 2. ANNUAL INSPECTION - DELAYED - COMPANY/OPERATOR MGMT
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
 4. TERRAIN CONDITION - DOWNHILL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2415 10/15/82 DELAVAN,WI A/C Reg. No. N1094K Time (Lcl) - 1312 CDT

-----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

Fatal

Serious

Minor

None

Fire

Crew

1

0

0

0

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-I
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- 320/014 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3500 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE LAWN

Runway Ident - 36

Runway Lth/Wid - 4400/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NRCIAL,ATP,

SE LAND,ME LAND

HELICOPTER

Age - 43

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11000

Make/Model- 200

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- 150

Last 90 Days- 200

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE AIRPORT MANAGER STATED THAT THE AIRCRAFT HAD BEEN FLYING FOR ABOUT 45 MIN WHEN IT RETURNED TO THE AIRPORT. HE REPORTED THAT THE PILOT MADE A LOW PASS OVER THE RUNWAY, AS IF HE WAS CHECKING THE WIND FOR LANDING. HE SAW THE PILOT START TO CLIMB AND ENTER A LEFT TURN, BUT DID NOT SEE THE PLANE CRASH. TWO OTHER WITNESSES ALSO SAW THE PLANE START TO CLIMB AND TURN. ONE OF THE WITNESSES SAW THE PLANE GO INTO A STEEP BANK AND THEN SUDDENLY GO STRAIGHT DOWN. THE AIRCRAFT IMPACTED, NOSE DOWN, IN A CORN FIELD.

Brief of Accident (Continued)

File No. - 2415

10/15/82

DEHAVAN, WI

A/C Reg. No. N1094K

Time (Lc1) - 1312 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2573

11/21/82

WONEWOC,WI

A/C Reg. No. N22WB

Time (Lcl) - 0015 CST

-----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 - PITTS S1S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360-A4A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
ROMEDEVILLE,IL
Destination
WONEWOC,IL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

THREE CASTLES
Runway Ident - UNK/NR
Runway Lth/Wid - 2700/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7509	Last 24 Hrs -	1
Make/Model-	9	Last 30 Days-	1
Instrument-	120	Last 90 Days-	2
Multi-Eng -	63		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHEN HE TURNED ON FINAL AND SLIPPED THE AIRCRAFT TO LOSE ALTITUDE. WHILE REDUCING THE POWER TO IDLE THE GEAR TANGLED IN HIGH GRASS (WEEDS). CAUSING THE AIRCRAFT TO LOSE ADDITIONAL ALTITUDE. HE STATED THE AIRCRAFT TUMBLED FORWARD, STRIKING THE NOSE BEFORE FLIPPING OVER.

Brief of Accident (Continued)

File No. - 2573

11/21/82

WONEWOC,WI

A/C Reg. No. N22WB

Time (Lc1) - 0015 CST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. JUDGEMENT - INACCURATE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2429 11/25/82 MAN,WV

A/C Reg. No. N8249K

Time (Lcl) - 1545 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-28-161

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 20.0 SM

Cloud Conditions(1st) - 12000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BATAVIA,OH

Destination

TAPLIN,WV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 11

Runway Lth/Wid - 2750/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - UNK/NR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 96

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS REPORTED THAT THE PILOT LANDED ABOUT 2100 FT DOWN THE 2750 FT, TURF RUNWAY, ROLLED SEVERAL HUNDRED FEET, THEN ATTEMPTED TO GO AROUND. WHEN THE AIRCRAFT WAS ABOUT 4 OR 5 FT IN THE AIR, IT HIT SOME TREES WHILE HEADING INTO A RIVER BASIN NEAR THE END OF THE RUNWAY. THE LEFT WING HIT A SUSPENSION FOOT BRIDGE AS THE PLANE CROSSED UNDER THE BRIDGE. THE AIRCRAFT THEN CRASHED INTO THE RIVER BANK. AN EXAMINATION OF THE ENGINE WAS MADE, BUT NO PREIMPACT MALFUNCTION WAS FOUND. A WITNESS REPORTED THAT THE WIND FAVORED RUNWAY 32. ANOTHER WITNESS WAS IN AN AIRCRAFT GETTING READY TO DEPART ON RUNWAY 32 WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2429

11/25/82

MAN,WV

A/C Reg. No. N8249K

Time (Lcl) - 1545 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2464 7/21/82 LABARGE,WY A/C Reg. No. N83503 Time (Lcl) - 1715 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-POWER AND PIPELINE PATROL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	Serious	Minor
Accident Occurred During	-OTHER			1	0	0
					0	None

-----Aircraft Information-----

Make/Model	- PIPER 18	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1625	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP
Method	- UNK/NR	
Completeness	- UNK/NR	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 230/008 KTS	- N/A
Visibility	- 60.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 6000 FT BROKEN	- N/A
Cloud Conditions(2nd)	- UNK/NR	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 3300
SE LAND,ME LAND	Months Since - 1	Make/Model	- 110
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 800
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A POWER LINE PATROL MISSION. THE REAR SEAT OCCUPANT WAS ACTING AS AN OBSERVER. HE WAS ALSO ALONG TO ASSIST THE COMPANY IN ROUTE FAMILIARIZATION OF THE PILOT, BUT WAS ASSIGNED NO OTHER OFFICIAL CREWMEMBER DUTIES. THE ACCIDENT OCCURRED WHILE THE AIRCREW WERE PATROLLING THE LINE TOWARD THE SOUTHWEST WITH A HEAD WIND. THE AIRCRAFT IMPACTED THE GROUND IN A STEEP NOSE DOWN ATTITUDE ON THE LEEWARD SIDE OF STEEPLY RISING TERRAIN. THE WRECKAGE WAS CONFINED WITHIN A RADIUS OF 30 FT WITH EXCEPTION OF A FUEL CAP AND RED NAVIGATION LIGHT THAT WERE SLIGHTLY FARTHER AWAY. NO PREIMPACT FAILURES WERE FOUND AND FLIGHT CONTROL CONTINUITY WAS ESTABLISHED. THE ELEVATION OF THE CRASH SITE WAS ABOUT 7000 FT MSL AND THE DENSITY ALTITUDE WAS ABOUT 10,000 FT.

Brief of Accident (Continued)

File No. - 2464

7/21/82

LABARGE,WY

A/C Reg. No. N83503

Time (Lcl) - 1715 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation OTHER

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - RISING
3. WEATHER CONDITION - UNFAVORABLE WIND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2430 8/08/82 KAYCEE,WY A/C Reg. No. N8529F Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire
ON GROUND

Fatal

Crew 1
Pass 0

Injuries

Serious 0 Minor 0
 0 0

None
0
0

-----Aircraft Information-----

Make/Model - BELL 47G-3B-L
Landing Gear - SKID
Max Gross Wt - 2860
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 280 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 50.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OUTLAW CANYON,WY

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

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7800

Make/Model- 3050

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - 4000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS HAVING COOLING FAN PROBLEMS, SOME BLADES HAD BROKEN. HE LANDED IN A CANYON STAYED OVERNIGHT TO COOL ENGINE AND PLANNED TO FLY TO TOP OF THE CANYON TO GET REPAIRS. AFTER TAKEOFF, THE HELICOPTER HAD CLIMBED ALMOST LEVEL WITH THE TOP OF THE CANYON WHEN THE ENGINE FAILED. DURING AN EMERGENCY LANDING, THE HELICOPTER HIT THE TOPS OF 3 TREES, THEN CRASHED ON ITS TOP. AN EXAMINATION OF THE COOLING FAN REVEALED THAT IT WAS WORN, HAD REWORKED PARTS, CONTAINED INCORRECT PARTS, AND 13 FATIGUE CRACKS WERE FOUND IN THE FAN.

Brief of Accident (Continued)

File No. - 2430

8/08/82

KAYCEE,WY

A/C Reg. No. N8529F

Time (Lc1) - 0800 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. COOLING SYSTEM - FAILURE,TOTAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2471 9/15/82 KEMMERER,WY A/C Reg. No. N8317Q Time (Lc1) - 1603 MDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Serious	Minor	None
Type of Operation	Fire	Crew	0	0	1
Flight Conducted Under	NONE	Pass	0	0	0
Accident Occurred During					

-----Aircraft Information-----

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAL IO-520F-9	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 - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KEMMERER,WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SALT LAKE CITY,UT	KEMMERER MUNICIPAL
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 4000 FT SCATTERED	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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 1524	Last 24 Hrs -	1
SE LAND,ME LAND	Months Since - 4	Make/Model- 257	Last 30 Days-	6
	Aircraft Type - PA34200	Instrument- 133	Last 90 Days-	37
		Multi-Eng - 42		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER AFTER TAKEOFF IN A LARGE FIELD. DURING THE LANDING ROLL, THE AIRCRAFT CROSSED A DIRT ROAD THAT CROSSED THE FIELD, THE NOSE GEAR FAILED AND THE AIRCRAFT NOSED OVER. A SECTION OF ALUMINUM FROM THE AIR INDUCTION BOX WAS MISSING. ALUMINUM WAS FOUND IN THE ENGINE.

Brief of Accident (Continued)

File No. - 2599

9/26/82

ROCK SPRINGS,WY

A/C Reg. No. N55404

Time (Lc1) - 1105 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 2463 10/08/82 ALBIN,WY

A/C Reg. No. N81262

Time (Lcl) - 1730 MDT

-----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 - GRUMMAN AMERICAN AA-5B

Eng Make/Model - LYCOMING O-360

ELT Installed/Activated - YES/YES

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 360/015 KTS

Visibility - UNK/NR

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DUSK

Itinerary

Last Departure Point

BRIGHTON,CO

Destination

BISMARK,ND

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 - 54

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 398

Make/Model- 25

Instrument- 16

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON PERSONAL CROSS-COUNTRY. THERE WAS NO RECORD OF A PRE-FLIGHT OR IN-FLIGHT WEATHER BRIEFING. THE WEATHER AT THE ACCIDENT SITE WAS NEAR BLIZZARD CONDITION. THE AIRCRAFT WAS HEARD CIRCLING, BUT IT WAS NOT SEEN DUE TO SNOW. THE WINDS APPROACHED 50 TO 75 KTS. THE AIRCRAFT CONTACTED GROUND LEFT WING FIRST IN A SLIGHT BANK AND IN A SHALLOW DESCENT. IT IMPACTED IN AN OPEN FIELD AND DEMOLISHED.

Brief of Accident (Continued)

File No. - 2463

10/08/82

ALBIN,WY

A/C Reg. No. N81262

Time (Lcl) - 1730 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - SNOW
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

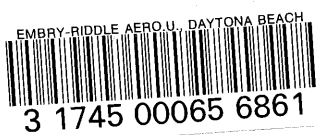
Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4



NTSB
AAB-84/05
Brief Format U.S. Civil and
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1982 Accidents

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