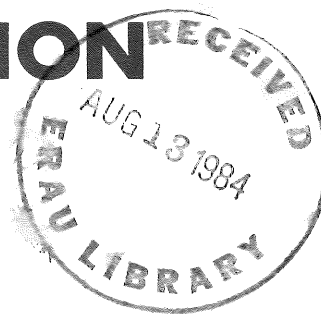


PB84-916906



NATIONAL TRANSPORTATION SAFETY BOARD



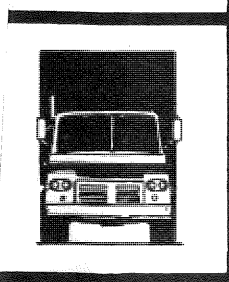
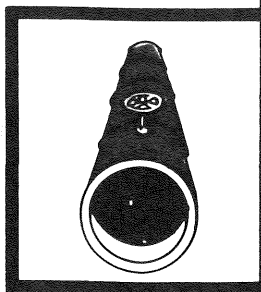
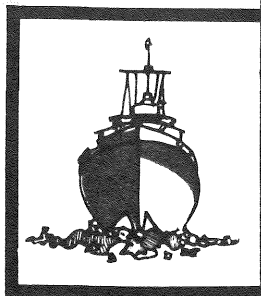
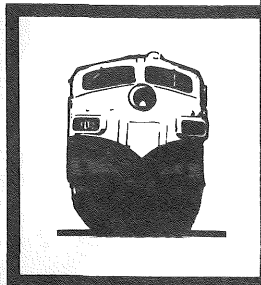
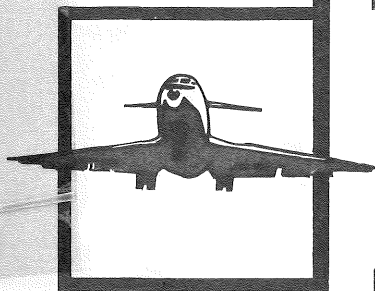
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 14 OF 1982 ACCIDENTS

NTSB/AAB-84/06

UNITED STATES GOVERNMENT



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06
Issue 14

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-84/06		2. Government Accession No. PB84-916906		3. Recipient's Catalog No.	
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				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring 1982 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p align="center">File Numbers: 2601 thru 2800</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 there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

One Brief of Accident was in error when originally released
in 1982 Brief Publication.

The corrected Brief of Accident follows.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1798

7/24/82

ENTERPRISE,OR

A/C Reg. No. N55492

Time (Lcl) - 2220 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - PIPER 24-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
JOSEPH,OR
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 334
Last 24 Hrs - 1
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 28
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED AN AIRCRAFT FLY OVER THE CITY OF ENTERPRISE, OREGON ON A BRIGHT NIGHT WITH CLEAR SKY CONDITIONS. REPORTEDLY, THE AIRCRAFT WAS FLYING VERY ERRATIC; AND JUST AS IT DISAPPEARED FROM THE WITNESSES' SIGHT, AN EXPLOSION AND FIREBALL WERE OBSERVED WHERE IT DISAPPEARED. ACCORDING TO ONE WITNESS, THE AIRCRAFT APPEARED TO MANEUVER UP AND THEN DROP DOWN BEFORE IT CRASHED. THE PLANE CRASHED ON DOWN SLOPING TERRAIN IN A NOSE LOW, RIGHT WING DOWN ATTITUDE. THE PLANE SLID ABOUT 100 FT DOWN HILL AND THE WRECKAGE WAS DESTROYED BY FIRE. THE PROPELLER SEPARATED DURING IMPACT AND SHOWED EVIDENCE OF POWER; IT WAS BADLY BENT AND HAD LARGE GOUGE MARKS ON THE TIPS. THE FLIGHT CONTROL CABLES WERE COMPLETE AND UNBROKEN TO THE TAIL AND WERE CONTINUOUS TO BOTH WINGS EXCEPT WHERE THE WINGS HAD SEPARATED. A TOXICOLOGICAL CHECK OF THE PILOT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.449%. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3900 FT MSL.

Brief of Accident (Continued)

File No. - 1798

7/24/82

ENTERPRISE,OR

A/C Reg. No. N55492

Time (Lcl) - 2220 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 2601 Through 2800
Issue Number 14

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	189	48	101
Part 135 (Air Taxi)	8	2	3
Part 135 (Commuter)	2	1	2
Part 121 (Air Carrier)	2	0	0
	<hr/>	<hr/>	<hr/>
Totals	201	51	106

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 2601 Through 2800
Issue Number 14

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)	140	34	61
Fixed-Wing (Multi-Engine)	36	11	38
Rotorcraft	21	6	7
Glider	3	0	0
Balloon	1	0	0
Blimp/Dirigible	0	0	0
Totals	201	51	106

File Order Listing - Issue No. 14, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2601	N2678L	090482	HACKENSACK, MN	CESSNA	172H	SERIOUS	226
2602	N5692U	090482	MEDINA, OH	PIPER	PA-28140C	SERIOUS	304
2603	N58077	090382	WACONIA, MN	BELL	47G-5A	SERIOUS	224
2604	N7956Y	082182	SANTA CATALINA, CA	PIPER	PA-30	NONE	50
2605	N5742S	082982	ASPEN, CO	SCHWEIZER	84	NONE	90
2606	N4790Q	090282	JAY, FL	CESSNA	188T	NONE	118
2607	N28218	072282	BROOMFIELD, CO	AMERICAN	AA5B	MINOR	80
2608	N21322	092182	SALINA, UT	CESSNA	182	FATAL	366
2609	N6212V	090382	FRESNO, CA	BEECH	95-A55	NONE	54
2610	N41W	101782	BATES CITY, MO	SMITH	MINIPLANE	NONE	232
2611	N7873D	101682	OCEANSIDE, CA	PIPER	PA-18	MINOR	62
2612	N546BA	010582	ITHACA, NY	PIPER	PA-31	FATAL	286
2613	N17841	081582	OAKLAND, CA	BEECH	58TC	NONE	48
2614	N1373X	072482	FT. COLLINS, CO	EIPPER MX II		MINOR	82
2615	N8198G	072482	BATAVIA, NY	CESSNA	U206G	NONE	290
2616	N7239R	081282	BIRMINGHAM, AL	BEECH	58	NONE	4
2617	N5138X	081682	YUMA, CO	BELLANCA	7GCBC	NONE	86
2618	N6145Y	111082	8 MILES SE BRISTOW, OK	PIPER	PA23-250	FATAL	310
2619	N5537U	102982	CORINTH, MS	PIPER	PA-28-140	MINOR	244
2620	N5207J	021082	LAKE WALES, FL	CESSNA	310	SERIOUS	108
2621	N68099	082182	PLAINFIELD TWP, IL	MUSTANG	II	FATAL	160
2622	N67798	110782	TULSA, OK	CESSNA	152	MINOR	308
2623	N2230H	110782	PROSPECTVILLE, PA	ERCOUPE	415C	NONE	316
2624	N1767X	110982	MIDLAND, TX	CESSNA	T210L	MINOR	350
2625	N8705P	110982	EL PASO, TX	PIPER	PA-24-260	NONE	352

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2626	N23539	111082	ANTHONY, KS	AIR TRACTOR	AT-301A	NONE	184
2627	N1441X	110382	RIALTO, CA	PIPER	PA28-140	NONE	64
2628	N2581R	111682	BETHEL, PA	PIPER	PA-28-180	SERIOUS	320
2629	N52RS	090582	DANSVILLE, NY	ICA BRASON	IS28B2	SERIOUS	292
2630	N9740Y	042982	TOMS RIVER, NJ	CESSNA	210B	NONE	264
2631	N3520Q	051682	WINSLOW, NJ	CESSNA	188A	NONE	266
2632	N1552B	042582	ESSINGTON, PA	LUSCOMBE	8F	MINOR	312
2633	N28432	051682	BARGAINTOWN, NJ	LUSCOMBE	8A	NONE	268
2634	N7502P	080382	WOODSTOCK, VT	PIPER	PA-24-180	NONE	376
2635	N380MA	081382	LAKEWOOD, NJ	BEECH	E18S	SERIOUS	272
2636	N62721	102082	N. MYRTLE BEACH, SC	PIPER	PA-23-250	NONE	326
2637	N739RJ	102582	INDIAN MOUND, IN	CESSNA	172N	MINOR	178
2638	N1081H	011682	HOUMA, LA	BELL HELICOP	206L-1	FATAL	194
2639	N4734	021782	MIAMI, FL	BOEING	727-235	SERIOUS	110
2640	N3748Z	081282	WISCONSIN DELLS, WI	HILLER	UH12L4	SERIOUS	384
2641	N5237C	033082	DULCE, NM	BEECH	B35	FATAL	278
2642	YS325	081682	GAINESVILLE, FL	CESSNA	210	MINOR	116
2643	N2428L	101682	STEVENS POINT, WI	PIPER	PA-38-112	NONE	388
2644	N7928S	100282	MALTA, MT	BELL	47G3B1	MINOR	248
2645	N88LG	112682	NEOSHO, MO	ROCKWELL INT	700	NONE	238
2646	N9582J	112582	ST. CHARLES, MO	PIPER	PA28-18	NONE	236
2647	N24293	111082	ELLINGTON, CT	CESSNA	C152	NONE	104
2648	N3682	110682	CALISTOGA, CA	SCHLEICHER	ASW-20	NONE	68
2649	N61330	070382	NEW YORK MILLS, MN	CESSNA	150J	FATAL	222
2650	N777HD	052982	NORFOLK, VA	CESSNA	U206G	SERIOUS	368

File Order Listing - Issue No. 14, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2651	N6695P	043082	WHEATLAND, WY	PIPER	PA-24-250	FATAL	398
2652	N9733R	040282	LAMAR, CO	BEECH	M35	FATAL	78
2653	N211TA	012182	15NM W. OPA LOCKA, FL	DOUGLAS	DC-3	MINOR	106
2654	N3593P	103182	LITTLE FERRY, NY	PIPER	PA-18-150	NONE	294
2655	N87108	081582	COLTSNECK, NJ	BELLANCA	7GCAA	MINOR	274
2656	N9035H	090682	KELLOGG, ID	HILLER	UH-12-SOLO	SERIOUS	148
2657	N26660	011982	ROCKPORT, TX	GRUMMAN	AA5A	FATAL	338
2657	N336SA	011982	ROCKPORT, TX	SWEARINGEN	SA226-T(B)	FATAL	336
2658	N100TA	050682	NEAR SAVANNAH, GA	GATES LEARJE	23	FATAL	136
2659	N62957	090282	NEAR LAKE LAND, FL	PIPER	PA-31-350	FATAL	120
2660	N8869R	022282	SELFRIDGE, ND	BELLANCA	14-19-3A	FATAL	258
2661	N61RM	041182	GRAIN VALLEY, MO	MARTIN-PITTS	S1S	SERIOUS	228
2662	N6761H	021982	OSHKOSH, WI	CESSNA	404	NONE	378
2663	N6656V	062382	COLUMBIA, MO	BELLANCA	17-30	SERIOUS	230
2664	N3642T	072382	SOUTH OF WICKENBURG, AZ	PIPER	PA-601P	FATAL	16
2665	N5188D	072582	LOUISBURG, NC	CESSNA	182A	FATAL	252
2666	N8408X	072182	TONOPAH, NV	PIPER	PA-32-301	FATAL	282
2667	N1378L	071982	NEAR, CA	CESSNA	T337H	SERIOUS	46
2668	N726RP	070582	SANTA MONICA, CA	BEECH	60	MINOR	44
2669	N6545X	110582	NEAR MIAMI, FL	CESSNA	210	NONE	122
2670	N6795Q	083082	SAMPSON, AL	GRUMMAN	G164B	NONE	6
2671	N50318	090682	GENOA CITY, WI	CESSNA	150H	NONE	386
2672	N4053P	090882	MATTAWAN, MI	RAVEN	S55	SERIOUS	212
2673	N2AZ	090982	CHEBOYGAN, MI	CESSNA	172M	NONE	214
2674	N31048	110782	GERALD, MO	BENSEN	M8M	SERIOUS	234

File Order Listing - Issue No. 14, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2675	N1433Q	120282	MARSTONS MILLS, MA	CESSNA	150L	FATAL	204
2676	N2892J	100582	SPARTA, MI	CESSNA	T188C	SERIOUS	216
2677	13625	103082	LANSING, IL	FLAGG	13	NONE	170
2678	N13310	072982	11MI.SW OF SILVER PK. NV	CESSNA	177	FATAL	284
2679	N7618C	112082	DAYTONA BEACH, FL	NORTH AMERIC	AT-6G	NONE	126
2680	N732FM	110682	HOLLY, CO	CESSNA	T210	NONE	94
2681	N98442	110882	EVANSVILLE, IN	CESSNA	421C	NONE	182
2682	N9164A	111182	DURANGO, CO	CESSNA	170A	SERIOUS	96
2683	N8385W	111482	LEADVILLE, CO	PIPER	PA28-180	NONE	98
2684	N2699V	111482	PENSACOLA, FL	CESSNA	177RG	NONE	124
2685	N6385R	111582	FORT COLLINS, CO	PIPER	28-140	NONE	100
2686	N5011G	112082	NEAR KALISPELL, MT	BELL	206B	NONE	250
2687	N90702	051882	TITUSVILLE, FL	PIPER	P-60-601P	FATAL	112
2688	N8244S	052182	DELANO, PA	CESSNA	150F	FATAL	314
2689	N1833U	052682	SAN FRANCISCO, CA	DOUGLAS	DC10-10	MINOR	38
2690	N421CB	061582	RACINE, WI	CESSNA	421	NONE	382
2691	N6690P	062182	JAMUL, CA	CESSNA	P210N	FATAL	42
2692	N8548H	052282	REEVES, LA	GRUMMAN	164	SERIOUS	196
2693	N301DG	090482	WHEELING, IL	CESSNA	310A	NONE	162
2694	N8921L	080282	JAY, FL	PIPER	PA-25	FATAL	114
2695	N2661Z	062082	WESTLEY, CA	BELLANCA	8KCAB	FATAL	40
2696	N9239Z	072182	NILES, OH	ROTORWAY AIR	SCORPION T	FATAL	302
2697	N9011	061282	PULASKI, WI	VOLMER	SPORTSMAN	MINOR	380
2698	N90977	061982	FAIRFIELD, IL	BELLANCA	73CA	SERIOUS	156
2699	N48089	041582	THAYNE, WY	AEROSPATIALE	SA315B	MINOR	396

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2700	N31OCT	090982	STERLING, CO	CESSNA	31	NONE	92
2701	N9530G	091982	BATON ROUGE, LA	CESSNA	U206F	MINOR	198
2702	N88247	031082	THERMOPOLIS, WY	BELLANCA	7GCBC	NONE	394
2703	N5836M	091282	WENDOVER, UT	CESSNA	310P	MINOR	364
2704	N736JX	081582	3 MILES SW OF DRAKE, CO	CESSNA	172XP	NONE	84
2705	N10067	080982	AFTON, WY	AEROSPATIALE	SA-315B	NONE	400
2706	N757AV	082682	FT. COLLINS, CO	CESSNA	152	NONE	88
2707	N761UR	052082	HOLLY SPRINGS, SC	CESSNA	T210M	FATAL	324
2708	N6825P	082282	LOS ANGELES, CA	PIPER	PA-24-250	FATAL	52
2709	N32804	122582	NELLY'S FORD, VA	PIPER	PA-28-140	NONE	372
2710	N72590	111382	WEST MIFFLIN, PA	AEROSPATIALE	SA316B	NONE	318
2711	N91358	103182	BOONVILLE, IN	PIPER	PA-38-112	NONE	180
2712	N41EB	090582	LITCHFIELD, IL	RUTAN	VARIEZE	SERIOUS	164
2713	N783Y	073082	SOUTH YARMOUTH, MA	BEECH	B19	FATAL	202
2714	N56493	082382	5NM SW OF MCNEAL, AZ	MAULE	M-6-235	FATAL	20
2715	N5223V	112482	MIDDLETOWN, PA	CESSNA	172RG	NONE	322
2716	N4032Q	111082	DANIELSON, CT	CESSNA	402	NONE	102
2717	N62332	121282	CINCINNATI, OH	CESSNA	172	NONE	306
2718	N6594N	123182	CASSVILLE, WI	CESSNA	T210N	NONE	392
2719	N5468T	120782	MISSING AIRCRAFT, UN	PIPER	PA-28-140	FATAL	362
2720	N24378	112682	AFTON, WY	CESSNA	152	NONE	402
2721	N6348B	112482	ROCKFORD, IL	CESSNA	152	NONE	172
2722	N2974C	112282	NAKNEK, AK	CESSNA	180	NONE	2
2723	N54983	110682	ANTIOCH, CA	CESSNA	172	NONE	66
2724	N6012J	110682	DES MOINES, IA	BEECH	C23	NONE	144

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2725	N2VB	112682	NEAR OCALA, FL	MAULE	M-5-220C	MINOR	128
2726	N93286	112782	PLYMOUTH, FL	CESSNA	152	NONE	130
2727	N57423	120582	ATKINSON, NC	BELLANCA	8KCAB	NONE	256
2728	N757WD	120682	OLATHE, KS	CESSNA	152	NONE	186
2729	N2973T	123182	OAKLEY, KS	PIPER	PA-28-161	NONE	190
2730	N94291	123182	OLATHE, KS	CESSNA	152	MINOR	188
2731	N6871V	120282	NORTH CALDWELL, NY	MOONEY	M20F	MINOR	296
2732	N88214	121882	NEW PORT RICHEY, FL	BELLANCA	7GCBC	NONE	134
2733	N6195Y	120882	FRANKFORT, IL	CESSNA	T210	NONE	174
2734	N68903	121182	NEAR GOODING, ID	TAYLORCRAFT	L-2	SERIOUS	154
2735	N91662	051682	HANCOCK, NY	NAVION	A	SERIOUS	288
2736	N49593	090382	BILLINGS, MT	BELL	206B	FATAL	246
2737	N4242A	091182	SAN DIEGO, CA	BELL	47G-2	MINOR	56
2738	N8651F	091382	NORTH HIGHLANDS, CA	HUGHES	269C	SERIOUS	58
2739	N1777M	091882	11 MI. S. OF DUNCAN, AZ	CESSNA	182P	SERIOUS	26
2740	N1666X	120682	JACKSONVILLE, FL	CESSNA	210L	NONE	132
2741	N9305J	123082	DAUFUSKIE ISLAND, SC	PIPER	PA-28-180	FATAL	334
2742	N6537P	122882	CONWAY, SC	CESSNA	152	NONE	332
2743	N89100	121282	RUSTON, LA	CESSNA	140	MINOR	200
2744	N77340	121182	LACON, IL	PIPER	PA-24-180	NONE	176
2745	N522MA	121482	COLUMBIA, SC	MITSUBISHI	MU-2	NONE	328
2746	N45EV	121582	MUSKEGON, MI	MITSUBISHI	MU-2B-20	MINOR	220
2747	N12WB	122082	GASPORT, NY	BEECH	56TC	NONE	298
2748	N9061Z	022682	SAN MARCOS, TX	ROBINSON	R22	FATAL	340
2749	N36969	032682	MAGDALENA, NM	BEECH	58	FATAL	276

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2750	N1196P	040782	NEWARK, TX	PIPER	PA-23-150	NONE	342
2751	N1089S	042882	TEEC NOS POS, AZ	HUGHES	369D	SERIOUS	14
2752	N8850W	083182	KAYENTA, AZ	PIPER	PA-28-235	FATAL	22
2753	N2263N	100682	FAIRVIEW, IL	RAND	KR2	MINOR	168
2754	N370OR	100982	PORT HURON, MI	CESSNA	172	MINOR	218
2755	N63627	100582	LAWSING, IL	CESSNA	150M	NONE	166
2756	N5159B	101082	5NM EAST OF SALINAS, CA	BELL	47G2	NONE	60
2757	N1335G	102382	ELOY, AZ		HOBBS B8M	FATAL	28
2758	N8977V	103182	9NM NW QUITMAN, GA	CESSNA	172M	FATAL	140
2759	N39714	070382	POPULAR GROVE, IL	WACO	UPF-7	NONE	158
2760	N33TA	080282	2NM SW OF LYNCH, KY	BELL	206B	SERIOUS	192
2761	N10TN	090682	PONTIAC, MI	AERO COMMAND	681	NONE	210
2762	N55118	120282	DOUGLAS, AZ	PIPER	PA-32-300	FATAL	32
2763	N7728M	120382	HAMPTON, GA	MOONEY	M22	NONE	142
2764	N11181	122182	LYNCHBURG, VA	CESSNA	150	SERIOUS	370
2765	N609CW	122282	CLANTON, AL	CESSNA	172N	FATAL	10
2766	N9327N	122482	CLEVELAND, SC	PIPER	PA-28R-200	MINOR	330
2768	N31094	072682	PAWNEE CITY, NE	CESSNA	182	MINOR	260
2769	N17135	073182	WEST BRATTLEBORO, VT	CESSNA	150L	FATAL	374
2770	N6676D	101482	CASCADE, ID	BOEING VERTO	107	FATAL	152
2771	N1040G	101882	KOSCIUSKO, MS	LOCKHEED	18	FATAL	242
2772	N7395L	062582	MILLVILLE, NJ	CESSNA	A-152	MINOR	270
2773	N733BD	062782	LUFKIN, TX	CESSNA	172N	NONE	344
2773	N59257	062782	LUFKIN, TX	BOEING	B-75	NONE	346
2774	N6538S	071082	WICHITA FALLS, TX	CESSNA	150H	FATAL	348

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2775	N2477U	042082	BROOKFIELD, OH	PIPER	PA-32	SERIOUS	300
2776	N5157G	091482	MAHONEY CREEK, ID	DEHAVILLANO	DHC-II	FATAL	150
2777	N59SA	091482	GRAND CANYON, AZ	CESSNA	402	SERIOUS	24
2778	N4076W	080482	RALEIGH, NC	PIPER	PA-32-260	SERIOUS	254
2779	N1UR	080482	PALO VERDE, AZ	BEECH	95-B55	FATAL	18
2780	N4827A	082782	CLOVIS, NM	PIPER	PA-22-150	SERIOUS	280
2781	N3833T	091182	ITTA BENA, MS	PIPER	PA-28R-180	FATAL	240
2782	N4110E	112782	SPENCER, WI	AERONCA	11CC	FATAL	390
2783	N5251G	112682	GLENDALE, AZ	CONTINENTAL	305	NONE	30
2784	N1411Q	112582	LINCOLN, CA	CESSNA	150L	FATAL	70
2785	N2521N	113082	EL PASO, TX	PIPER	PA-38-112	NONE	360
2786	N5442L	112082	CLINTON, MD	GRUMMAN	AA5	NONE	208
2787	N26287	111482	NR.CHUBEAY BAHAMAS, AO	GULFSTREAM A	AA5A	NONE	12
2788	N5914F	111882	SANDERSON, TX	PIPER	PA-28-151	MINOR	356
2789	N2677L	111682	HOUSTON, TX	BEECH	60	MINOR	354
2790	N6839L	112082	WACO, TX	PIPER	PA-25-235	NONE	358
2791	N90701	112082	LAUREL, MD	ROBINSON	R-22	NONE	206
2792	N9504X	112682	EL MONTE, CA	CESSNA	210	NONE	72
2793	N2996E	050982	EL PORTAL, CA	CESSNA	172N	FATAL	34
2794	N6812B	050982	MT. WILSON, CA	CESSNA	T210M	FATAL	36
2795	N2838V	121982	BANCROFT, IA	PIPER	PA-28-161	FATAL	146
2796	N22199	121082	HEFLIN, AL	PIPER	PA-28-181	NONE	8
2797	N65539	110682	1NM N. OR MCGREW, NE	CESSNA	152	NONE	262
2798	N7231	102782	ADEL, GA	GRUMMAN	G-164	NONE	138
2799	N2962D	121482	BIG BEAR CITY, CA	CESSNA	170B	NONE	76

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2800	N100WH	121282	FREMONT, CA	HOLLMAN	CONDOR	SERIOUS	74

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 14 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2722 11/22/82 NAKNEK,AK A/C Reg. No. N2974C Time (Lcl) - 1230 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 060/028 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 6000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NAKNEK SEAPLANE
Runway Ident - 09
Runway Lth/Wid - 3000/ 300
Runway Surface - ICE
Runway Status - WATER COVERED
ICE

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 121 Last 24 Hrs - UNK/NR
Make/Model- 62 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING A POWER-ON TAXI TURN THE PILOT REPORTED HE WAS ABOUT TO STRIKE A 6-FT EMBANKMENT. THE PILOT ADDED FULL POWER AND FLAPS AND THE AIRCRAFT LEFT THE WATER, FLEW OVER AN EMBANKMENT, BUT THE SKIS CAUGHT BUSHES ON TOP OF THE BANK. THE LANDING GEAR WAS SEPARATED FROM THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2722

11/22/82

NAKNEK, AK

A/C Reg. No. N2974C

Time (Lc1) - 1230 AST

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
 2. WATER LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND
 3. WATER LOOP/SWERVE - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR - SEPARATION
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2616 8/12/82 BIRMINGHAM,AL A/C Reg. No. N7239R Time (Lc1) - 1855 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

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

Fire NONE
Crew Pass

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

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

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

ELT Installed/Activated - YES-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- 360/005 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOBILE,AL
Destination
BIRMINGHAM,AL

Airport Proximity
ON AIRPORT

Airport Data

BIRMINGHAM MUNICIPAL
Runway Ident - 05
Runway Lth/Wid - 10000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

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

Total	- 2105	Last 24 Hrs	- 3
Make/Model-	1176	Last 30 Days-	UNK/NR
Instrument-	274	Last 90 Days-	30
Multi-Eng	- 1711		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER A NORMAL TOUCHDOWN AND A LANDING ROLL OF 300-500 FEET THE GEAR RETRACTED/COLLAPSED. SUBSEQUENTLY, THE ENTIRE LANDING GEAR SYSTEM WAS GROUND CHECKED AND NORMAL FUNCTION OF THE SYSTEM WAS FOUND. THE AIRCRAFT FLAPS WERE FOUND IN THE ONE HALF EXTENDED POSITION. IN THIS AIRCRAFT THE FLAP AND GEAR HANDLES ARE ADJACENT.

Brief of Accident (Continued)

File No. - 2616

8/12/82

BIRMINGHAM,AL

A/C Reg. No. N7239R

Time (Lc1) - 1855 CDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),CONTROL LOCATION - MANUFACTURER

-----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. - 2670 8/30/82 SAMPSON,AL A/C Reg. No. N6795Q Time (Lcl) - 1630 EDT

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

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

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

Make/Model - GRUMMAN G164B	Eng Make/Model - P & W R985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAMPSON,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 0
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER DURING A SWATH RUN, THE PILOT ATTEMPTED TO LIGHTEN THE LOAD BUT THE AIRCRAFT COLLIDED WITH A TREE. WHEN INTERVIEWED THE PILOT STATED THAT THE AIRCRAFT WAS SOLD FOR SALVAGE. NO EXAMINATION OF THE ENGINE WAS POSSIBLE BUT HE INDICATED THAT THE AIRCRAFT HAD A HISTORY OF SUPERCHARGER PROBLEMS.

Brief of Accident (Continued)

File No. - 2670

8/30/82

SAMPSON,AL

A/C Reg. No. N6795Q

Time (Lc1) - 1630 EDT

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

Finding(s)

1. UNDETERMINED
 2. LOAD JETTISON - INITIATED - PILOT IN COMMAND
-

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

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2796 12/10/82 HEFLIN,AL A/C Reg. No. N22199 Time (Lcl) - 1500 CST

-----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	1
Accident Occurred During -LANDING			0	0	0

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FITZGERALD,GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	ANNISTON,AL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 500 FT	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 125
SE LAND	Months Since - UNK/NR	Make/Model- 44
	Aircraft Type - UNK/NR	Instrument- 6
		Multi-Eng - 1
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PLEASURE FLIGHT THE PILOT EXPERIENCED A FLUCTUATION IN HIS ALTERNATOR INDICATOR. SOON AFTERWARDS THE ALTERNATOR PANEL WARNING LIGHT CAME ON. THE PILOT ASSUMED HIS BATTERY HAD GONE DEAD AFTER HIS RADIO LIGHTS ALSO CEASED TO OPERATE. AT THAT POINT THE WEATHER WAS DETERIORATING, AND THE PILOT CHOSE TO MAKE AN EMERGENCY LANDING. AS THE AIRCRAFT LANDED THE LEFT WING TIP HIT A BANK TEARING THE WING LOOSE. THE AIRCRAFT SUFFERED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2796

12/10/82

HEFLIN,AL

A/C Reg. No. N22199

Time (Lc1) - 1500 CST

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

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 2. ALTERNATOR - BELOW -
 3. ELECTRICAL SYSTEM - POOR -
 4. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,PARTIAL
-

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

Finding(s)

5. WEATHER CONDITION - LOW CEILING
 6. PRECAUTIONARY LANDING - POOR - PILOT IN COMMAND
 7. WING - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2765 12/22/82 CLANTON,AL A/C Reg. No. N609CW Time (Lc1) - 1415 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
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 - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 260/005 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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)
STUDENT

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 17 Last 24 Hrs - 0
Make/Model- 17 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED IN A HIGH SPEED GLIDE TO TOUCH DOWN BRIEFLY IN A PASTURE AT THE TOP OF A KNOLL. IT THEN DROPPED BELOW THE RISE & CRASHED IN A WOODED AREA ADJACENT TO THE PASTURE. EXAMINATION OF THE ENG SHOWED A CRACK EXTENDING FROM THE TOP FORWARD HOLD-DOWN BOLT ON THE RIGHT FRONT CYLINDER THROUGH THE PUSH ROD OPENING TO THE TOP OF THE CRANKCASE. THE TOP FORWARD HOLD-DOWN BOLT WAS SHEARED OFF & CAME LOOSE WHEN TOUCHED. THERE WAS ALSO A CRACK ON THE LEFT SIDE EXTENDING FROM APPROXIMATELY 1 INCH AFT OF THE FRONT CYLINDER HOLD-DOWN BOLT UPWARD BETWEEN THE PUSH ROD HOUSINGS TO THE TOP OF THE CRANKCASE. TEAR DOWN OF THE ENG REVEALED THE OIL PUMP DRIVE GEAR FAILED.

Brief of Accident (Continued)

File No. - 2765

12/22/82

CLANTON,AL

A/C Reg. No. N609CW

Time (Lc1) - 1415 CST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FAILURE,TOTAL
 2. FLUID,OIL - STARVATION
 3. ENGINE ASSEMBLY,CRANKCASE - CRACKED
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 6. DISTANCE - MISJUDGED - PILOT IN COMMAND
 7. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2787 11/14/82 NR.CHUBEAY BAHAMAS,AO A/C Reg. No. N26287 Time (Lcl) - 1127 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - GULFSTREAM AMERICAN AA5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- 070/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

Destination

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 - N/A
Runway Status - N/A

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	-	598	Last 24 Hrs -	11
Make/Model-	53		Last 30 Days-	UNK/NR
Instrument-	117		Last 90 Days-	35
Multi-Eng -	5			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT ENGINE LOST POWER WHILE OVER THE OCEAN WATERS AND THE PILOT WAS FORCED TO DITCH THE PLANE.
THE PILOT AND PASSENGER WERE RESCUED BY A YACHT IN THE VICINITY OF THE CRASH SITE. THE AIRCRAFT SANK AND THE WRECKAGE
WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2787

11/14/82

NR.CHUBEAY BAHAMAS,AO

A/C Reg. No. N26287

Time (Lc1) - 1127 EST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2751 4/28/82 TEEC NOS POS,AZ A/C Reg. No. N1089S Time (Lcl) - 1420 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 250 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- 300/007 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
PAGE,AZ
Destination
FARMINGTON,NM

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
HELICOPTER

Age - 49

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9620	Last 24 Hrs	- 7
Make/Model	- 2020	Last 30 Days	- 0
Instrument	- 510	Last 90 Days	- 50
Multi-Eng	- 2100	Rotorcraft	- 6400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST ENG POWER & CRASHED WHILE ATTEMPTING AN AUTOROTATION. ENG TEARDOWN REVEALED THAT THE #2 BEARING FAILED AS A RESULT OF SOME OF THE BALL RETAINERS BEING BROKEN & CRACKED BETWEEN THE BALL POCKETS. THIS CONDITION ALLOWED THE IMPELLER ASSEMBLY TO MOVE FORWARD CONTACTING THE DIFFUSER ASSEMBLY RESULTING IN A LOSS OF ENG OPERATING POWER.

Brief of Accident (Continued)

File No. - 2751

4/28/82

TEEC NOS POS,AZ

A/C Reg. No. N1089S

Time (Lc1) - 1420 PDT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. COMPRESSOR ASSEMBLY - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ROLL OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2664 7/23/82 SOUTH OF WICKENBURG,AZ A/C Reg. No. N3642T Time (Lcl) - 2050 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/009 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 8000 FT BROKEN
Cloud Conditions(2nd) - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
TORRANCE,CA
Destination
PHOENIX,AZ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - RADAR ADVISORIES
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,ME LAND

Age - 44

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 311	Last 24 Hrs - 0
Make/Model-	49	Last 30 Days- 6
Instrument-	30	Last 90 Days- 70
Multi-Eng -	56	

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1005 MST THE PLT RECEIVED A WX BRIEFING FOR A FLT TO FLORIDA WITH AN OVERNIGHT STAY IN TEXAS. THUNDERSTORM ACTIVITY WAS FORECAST ALONG THE PROPOSED ROUTE OF FLT. THE BRIEFER ADVISED THE PLT TO GET AN UPDATED BRIEFING BEFORE DEPARTURE BECAUSE OF THE DEVELOPING THUNDERSTORM ACTIVITY & TO USE THE SERVICES OF ENROUTE FLIGHT WATCH OUTLETS IN OBTAINING PIREP INFORMATION. AT 2045 THE PLT CONTACTED PHOENIX TRACON & STATED HIS INTENTION TO LAND AT PHOENIX. THE PLT INDICATED HE WAS IN THE CLOUDS AT 17,500 FT. RADIO & RADAR CONTACT WAS LOST AT 2049. THE WRECKAGE WAS FOUND APPROXIMATELY 28 MI WNW OF LUKE AFB. PORTIONS OF BOTH WINGS WERE LOCATED 3 MI FROM THE WRECKAGE. THE ABOVE WX IS THE 2055 OBSERVATION AT LUKE AFB. THE SHERIFF'S DEPUTY DISPATCHED TO THE SCENE REPORTED STRONG WINDS & HEAVY ELECTRICAL STORMS IN THE AREA. A HELICOPTER PLT ESTIMATED A CEILING OF 1,500 FT OVERCAST.

Brief of Accident (Continued)

File No. - 2664

7/23/82

SOUTH OF WICKENBURG, AZ

A/C Reg. No. N3642T

Time (Lc1) - 2050 MST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - THUNDERSTORM
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

11. WING - OVERLOAD
12. WING - FAILURE, TOTAL
13. WING - SEPARATION
14. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,9,10,11,12,13,14

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2779 8/04/82 PALO VERDE, AZ A/C Reg. No. N1UR Time (Lcl) - 1730 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-L21A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 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- 290/006 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ARLINGTON, AZ
Destination
BUCKEYE, AZ

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, ME LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOOK OFF FROM A ROAD NEAR THE PLT'S HOME. IT WAS OBSERVED TO GO AROUND A PICKUP TRUCK PARKED ALONGSIDE THE ROAD & THEN LIFT OFF. THE ACFT CLIMBED, TURNED RIGHT BRIEFLY & THEN WENT WINGS LEVEL. IT THEN STARTED A RIGHT DESCENDING TURN INTO THE GROUND. THE RIGHT PROPELLER HAD ONLY A FEW LIGHT NICKS ON THE LEADING EDGE OF THE BLADES. THE RIGHT ENG FUEL SELECTOR HANDLE & VALVE WERE IN AN INTERMEDIATE POSITION BETWEEN THE MAIN & AUX TANK, PARTIALLY EXPOSING THE AUX TANK LINE. ONLY A SMALL AMOUNT OF FUEL WAS OBSERVED IN THE RIGHT WING MAIN TANK. THE RIGHT WING AUX TANK WAS FILLED WITH APPROXIMATELY 30 GALS WATER & A SMALL AMOUNT OF FUEL WAS OBSERVED FLOATING ON THE WATER.

Brief of Accident (Continued)

File No. - 2779

8/04/82

PALO VERDE, AZ

A/C Reg. No. N1UR

Time (Lc1) - 1730 MST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2714 8/23/82 5NM SW OF MCNEAL,AZ A/C Reg. No. N56493 Time (Lcl) - 1515 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
3	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 - MAULE M-6-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-W1A5D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/011 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CHANDLER,AZ

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 - 45
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - M6-235

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2890
Make/Model-	365
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF THE ACFT WAS OBSERVED IN A RIGHT TURN WITH AN ABNORMALLY NOSE HIGH ATTITUDE. THE ACFT APPEARED TO STALL & SLIDE TOWARD THE LEFT WING. BEFORE A RECOVERY COULD BE COMPLETED THE LEFT WING & NOSE HIT SIMULTANEOUSLY AT A 45 DEG ANGLE IN SOFT GROUND. A WITNESS STATED THE PLT HAD SAID HE WAS GOING TO BUZZ THE PERSONS REMAINING ON THE GROUND. A DENSITY ALTITUDE OF 7,000 FT WAS CALCULATED.

Brief of Accident (Continued)

File No. - 2714

8/23/82

5NM SW OF MCNEAL,AZ

A/C Reg. No. N56493

Time (Lc1) - 1515 MST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2752 8/31/82 KAYENTA,AZ A/C Reg. No. N8850W Time (Lcl) - 1600 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
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 - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
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- 270/020 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
SHIPROCK,NM

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KAYENTA
Runway Ident - 24
Runway Lth/Wid - 4210/ 50
Runway Surface - DIRT
Runway Status - DRY
ROUGH

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS REPORTED THAT AT ABOUT 200-250 FT THE ENG SPUTTERED, THE ACFT LEVELED OFF & THE ENG STARTED AGAIN. THE ACFT THEN MADE A RIGHT TURN & THE ENG SPUTTERED AGAIN & QUIT. THE RIGHT WING DROPPED DRASTICALLY. NO MALFUNCTIONS WERE NOTED DURING THE ENG TEAR DOWN INSPECTION.

Brief of Accident (Continued)

File No. - 2752

8/31/82

KAYENTA,AZ

A/C Reg. No. N8850W

Time (Lc1) - 1600 MDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 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

-----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. - 2777 9/14/82 GRAND CANYON, AZ A/C Reg. No. N59SA Time (Lcl) - 1258 MST

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

Type Operating Certificate-AIR CARRIER	COMMUTER	Aircraft Damage		Injuries	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	SUBSTANTIAL		Fatal	None
Flight Conducted Under	-14 CFR 135	Fire	Crew	0	0
Accident Occurred During	-LANDING	NONE	Pass	0	1
					5
					3

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

Make/Model - CESSNA 402	Eng Make/Model - CONTINENTAL TS10-520-E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 10	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	LAS VEGAS, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAND CANYON, AZ	GRAND CANYON NAT'L PARK
Wind Dir/Speed- 190/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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)
ATP, CFI	Current - YES	Total - 4446
SE LAND, ME LAND	Months Since - 4	Make/Model- 850
HELICOPTER	Aircraft Type - C-402	Instrument- 279
		Multi-Eng - 2196
		Last 24 Hrs - 5
		Last 30 Days- 75
		Last 90 Days- 245
		Rotorcraft - 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS THE 3RD FLT OF THE DAY. THE PLT COMPLETED A SERVICE ORDER FOR 32 GALS OF FUEL & LAID IT ON TOP OF A BENCH LOCATED JUST INSIDE OPEN HANGAR DOORS. THE ACFT WAS NOT REFUELED & THE ORDER WAS LATER FOUND ON THE HANGAR FLOOR AWAY FROM THE BENCH. WHILE OVER THE GRAND CANYON AT 7,500 FT THE LEFT ENG QUIT. THE PLT REPORTED THAT THE FUEL QUANTITY GAUGES INDICATED EMPTY. THE PLT HEADED FOR THE CANYON RIM & CLEARED THE RIM BY ABOUT 500 FT AGL. HE ADVISED HIS COMPANY HE WOULD TRY TO MAKE THE ARPT OR LAND IN THE CLEARING. THE RIGHT ENG QUIT & THE ACFT MADE A FORCED LANDING COLLAPSING THE GEAR. THE RIGHT MAIN(TIP), LEFT MAIN(TIP) & LEFT AUX TANKS WERE EMPTY. THE RIGHT AUX TANK CONTAINED 5 GALS.

Brief of Accident (Continued)

File No. - 2777

9/14/82

GRAND CANYON,AZ

A/C Reg. No. N59SA

Time (Lcl) - 1258 MST

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2739 9/18/82 11 MI. S. OF DUNCAN,AZ A/C Reg. No. N1777M Time (Lcl) - 1630 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/008 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TUCSON,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAZY B. RANCH
Runway Ident - 13
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - UNK/NR
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 3300	Last 24 Hrs	- UNK/NR
Make/Model-	2500	Last 30 Days-	UNK/NR
Instrument-	17	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 60 FT ABOVE THE RWY THE ENG QUIT. THE ACFT STALLED JUST BEFORE TOUCHDOWN AS THE PLT WAS MANEUVERING TO AVOID SOME GULLIES. ON 7/9/82 THE PLT HAD PURCHASED 1,200 GALS OF REGULAR UNLEADED AUTOMOBILE FUEL FOR USE IN HIS ACFT. PRIOR TO THIS TIME HE HAD USED AVIATION FUEL. FUEL SAMPLES TAKEN FROM THE STORAGE TANKS & WATER FILTERS AT THE PLT'S RANCH SHOWED THE PRESENCE OF AUTOMOBILE FUEL & WATER CONTAMINATION. THE SAMPLE OBTAINED FROM THE CARBURETOR BOWL WAS 95% WATER.

Brief of Accident (Continued)

File No. - 2739

9/18/82

11 MI. S. OF DUNCAN, AZ

A/C Reg. No. N1777M

Time (Lc1) - 1630 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID, FUEL - WATER

2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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)

3. TERRAIN CONDITION - NONE SUITABLE

----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. - 2757 10/23/82 ELOY,AZ A/C Reg. No. N1335G Time (Lcl) - 1155 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - HOBBS B8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 550
No. of Seats - 1

Eng Make/Model - MCCULLOCH 4318
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 72 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- 290/002 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ELOY MUNICIPAL AIRPORT
Runway Ident - 20
Runway Lth/Wid - 3900/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

GYROPLANE

Age - UNK/NR

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 14	Last 24 Hrs	- UNK/NR
Make/Model-	14	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
		Rotorcraft	- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROCOPTER CRASHED APPROXIMATELY 125 FT SHORT OF & 30-45 FT TO THE RIGHT OF THE RWY THRESHOLD DURING PROFICIENCY FLYING.

Brief of Accident (Continued)

File No. - 2757

10/23/82

ELOY, AZ

A/C Reg. No. N1335G

Time (Lcl) - 1155 MST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2783 11/26/82 GLENDALE, AZ A/C Reg. No. N5251G Time (Lcl) - 1715 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CONTINENTAL 305
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 190 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- 080/015 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GLENDALE
Runway Ident - 17
Runway Lth/Wid - 2400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total	-	375	Last 24 Hrs	-	0
Make/Model	-	35	Last 30 Days	-	UNK/NR
Instrument	-	2	Last 90 Days	-	35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE ATTEMPTED 2 TIMES TO LAND ON RUNWAY 17 ON THE THIRD LANDING ATTEMPT THE PILOT LOST CONTROL AND COLLIDED WITH A FENCE. THE WINDS WERE FROM 080 DEGREES AT 15 KNOTS.

Brief of Accident (Continued)

File No. - 2783

11/26/82

GLENDAL, AZ

A/C Reg. No. N5251G

Time (Lc1) - 1715 MST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - UNFAVORABLE WIND

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

Finding(s)

5. OBJECT - FENCE
6. LIGHT CONDITION - DUSK

-----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. - 2762 12/02/82 DOUGLAS, AZ A/C Reg. No. N55118 Time (Lcl) - 0320 MST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-KIA5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS OBSERVED TO CRASH SHORTLY AFTER TAKEOFF. WITNESSES STATED IT HAD BEEN SNOWING OFF & ON. THE PLT'S BLOOD ALCOHOL LEVEL WAS 228 MG%.

Brief of Accident (Continued)

File No. - 2762

12/02/82

DOUGLAS,AZ

A/C Reg. No. N55118

Time (Lc1) - 0320 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. AIRPLANE HANDLING - NOT UNDERSTOOD - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
-

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

----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. - 2793 5/09/82 EL PORTAL, CA A/C Reg. No. N2996E Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

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

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/004 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - 5500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBIA, CA

Destination

UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 27

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE WRECKAGE WAS LOCATED AT 4,750 FT MSL ON THE EAST SIDE OF A NORTH/SOUTH ORIENTED RIDGE. THE ACFT HAD TRAVELED UPHILL APPROXIMATELY 110 FT ON A 45 DEG SLOPE ON A HEADING OF 236 DEG, COMING TO REST ABOUT 50 FT BELOW THE TOP OF THE RIDGE.

Brief of Accident (Continued)

File No. - 2793

5/09/82

EL PORTAL, CA

A/C Reg. No. N2996E

Time (Lcl) - UNK/NR

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. 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) 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. - 2794 5/09/82 MT. WILSON,CA A/C Reg. No. N6812B Time (Lcl) - 0820 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TONOPAH,NV
Destination
SALT LAKE CITY,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)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-414

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1644
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE FSS THE PLT REQUESTED THE CURRENT & FORECAST SALT LAKE CITY WX. THE WX WAS FURNISHED & THE SPECIALIST ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE PLT DID NOT WISH A FULL BRIEFING & WAS HEARD TO SAY TO HIS PASSENGER "LET'S GO CHECK IT OUT." THE ACFT CRASHED ON THE WESTERN SLOPE OF A MOUNTAIN AT ABOUT 9,000 FT MSL. THE AREA FORECAST INTERPRETED FOR THE AREA OF THE ACCIDENT WARNED OF MODERATE TURBULENCE, MOUNTAINS OBSCURED ABOVE 6,000 TO 9,000 FT, MODERATE MIXED RIME & CLEAR ICING FROM THE FREEZING LEVEL TO 18,000 FT, & CEILINGS & VISIBILITIES OCCASIONALLY AT OR BELOW 1,000 FT & 3 MI IN RAIN, SNOW & PATCHY FOG.

Brief of Accident (Continued)

File No. - 2794

5/09/82

MT. WILSON, CA

A/C Reg. No. N6812B

Time (Lc1) - 0820 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - MOUNTAIN WAVE
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - SNOW
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

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) 6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2689 5/26/82 SAN FRANCISCO, CA A/C Reg. No. N1833U Time (Lcl) - 1855 PDT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
DOMESTIC/FLAG	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	25
Accident Occurred During -TAXI					102
					11

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

Make/Model - DOUGLAS DC10-10	Eng Make/Model - GE CF6-6	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 440000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 254	Rated Power - 39300 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DENVER, CO	SAN FRANCISCO
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 19515
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 1249
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL PUSHBACK FROM THE GATE PRIOR TO ENG START A LOUD NOISE WAS HEARD & THE ACFT NOSE SLOWLY SETTLED ONTO THE TUG THAT WAS PERFORMING THE PUSHBACK. THE CAPTAIN ORDERED THE ACFT EVACUATED USING THE EMERGENCY SLIDES. THE UPPER JAW OF THE TOWBAR HAD FAILED DUE TO EXTENSIVE STRESS-CORROSION CRACKING. THIS FAILURE RESULTED IN THE TOWBAR IMPACTING THE NOSE LANDING GEAR CAUSING A FAILURE OF THE NOSE GEAR LOWER DRAG LINK UPPER CLEVIS. THE NOSE GEAR THEN COLLAPSED & THE ACFT SETTLED ONTO THE TUG.

Brief of Accident (Continued)

File No. - 2689

5/26/82

SAN FRANCISCO, CA

A/C Reg. No. N1833U

Time (Lc1) - 1855 PDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAXI - PUSHBACK/TOW

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
 2. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
 3. AIRPORT FACILITIES, RAMP FACILITIES - FAILURE, TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2695 6/20/82 WESTLEY, CA A/C Reg. No. N2661Z Time (Lcl) - 0900 PDT

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

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

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

Make/Model	- BELLANCA 8KCAB	Eng Make/Model	- LYCOMING AEIO-320-E2B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1800	Engine Type	- UNK/NR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MODESTO, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 340/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- TOWER	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 82	Last 24 Hrs - 0
SE LAND	Months Since - 2	Make/Model - 8	Last 30 Days - UNK/NR
	Aircraft Type - C-152	Instrument - 0	Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A LOW PASS OVER A RANCH HOUSE TRAVELING FROM NW TO SE. HE THEN MADE A SECOND LOW PASS OVER THE SWIMMING POOL AREA TRAVELING IN A NE DIRECTION, & WAVED TO THOSE STANDING BY THE POOL. THE ACFT BEGAN A 180 REVERSAL TURN, ENTERED A STEEP NOSE DOWN ATTITUDE, & IMPACTED THE GROUND. WITNESSES ESTIMATED THE ACFT'S ALTITUDE DURING THE MANEUVERS TO HAVE BEEN BETWEEN 150 & 200 FT AGL.

Brief of Accident (Continued)

File No. - 2695

6/20/82

WESTLEY,CA

A/C Reg. No. N2661Z

Time (Lcl) - 0900 PDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. JUDGEMENT - POOR - PILOT IN COMMAND
5. BUZZING - PERFORMED - PILOT IN COMMAND
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) 1,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2691

6/21/82

JAMUL, CA

A/C Reg. No. N6690P

Time (Lcl) - 1648 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
DESTROYED				
Fire	1	0	0	0
ON GROUND	0	0	0	0

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

Crew
Pass

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 310/007 KTS

Visibility - 4.000 SM

Cloud Conditions(1st) - 1000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTA ANA, CA

Destination

SAN DIEGO, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 27
Runway Lth/Wid - 5341/ 100
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-421C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 18950

Make/Model- 250

Instrument- 4070

Multi-Eng - 10000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS BEING VECTORED FOR ANOTHER APPROACH AFTER EXECUTING A MISSED APPROACH. AT 1642 THE PLT WAS CLEARED FOR 5,000 FT. AT 1643 THE PLT WAS GIVEN A HEADING OF 090, VECTOR FOR THE FINAL APPROACH COURSE. AT 1647 THE PLT WAS GIVEN A HEADING OF 340. THE ACKNOWLEDGEMENT OF THAT HEADING WAS THE LAST TRANSMISSION RECEIVED FROM THE PLT. THE ACFT IMPACTED A MOUNTAIN AT ABOUT 2,825 FT IN AN EASTERLY HEADING.

Brief of Accident (Continued)

File No. - 2691

6/21/82

JAMUL, CA

A/C Reg. No. N6690P

Time (Lc1) - 1648 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2668

7/05/82

SANTA MONICA, CA

A/C Reg. No. N726RP

Time (Lcl) - 1200 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

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

Fire NONE
Crew Pass

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

Make/Model - BEECH 60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6775
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 380 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/012 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OCEANO, 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 - TOWER
Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

GLIDER

Age - 53

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1407	Last 24 Hrs	- UNK/NR
Make/Model	- 100	Last 30 Days	- UNK/NR
Instrument	- 284	Last 90 Days	- 15
Multi-Eng	- 517		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 700 FT MSL THE PLT REPORTED TO SANTA MONICA TOWER THAT HIS LEFT ENG HAD FAILED. HE IMMEDIATELY FEATHERED THE LEFT PROP & CONTINUED TO CLIMB, PLANNING TO ATTEMPT A RESTART BEFORE RETURNING TO LAND. AT ABOUT 1,000 FT MSL THE PILOT DETERMINED THAT THE ACFT WAS NO LONGER CLIMBING. HIS AIRSPEED WAS BELOW THE SINGLE ENG BEST RATE OF CLIMB SPEED & HE FELT A POWER LOSS IN THE RIGHT ENG. HE PUT THE NOSE DOWN & FEATHERED THE RIGHT PROP. THE ACFT STRUCK THE WATER 2,000 YDS FROM THE SANTA MONICA PIER. LIFE GUARDS WERE ON THE SCENE WITH A RESCUE BOAT WHEN THE PLT SURFACED.

Brief of Accident (Continued)

File No. - 2668

7/05/82

SANTA MONICA, CA

A/C Reg. No. N726RP

Time (Lcl) - 1200 PDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - FAILURE, TOTAL

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. - 2667 7/19/82 NEAR,CA A/C Reg. No. N1378L Time (Lcl) - 1755 PDT

-----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	1	0	0	
Accident Occurred During	-MANEUVERING							

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

Make/Model	- CESSNA T337H	Eng Make/Model	- CONTINENTAL TSIO-360-H	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4630	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 210 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	INYOKERN,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LEMOORE,CA	
Wind Dir/Speed- 260/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 7000 FT SCATTERED	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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2550
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 240
		Last 30 Days- UNK/NR
		Instrument- 543
		Last 90 Days- 280
		Multi-Eng - 610

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 10 MIN AFTER TAKEOFF THE ACFT IMPACTED A RIDGE OF A CANYON AT 5,500 FT MSL ABOUT 200 FT BELOW THE RIDGE LINE. THE DENSITY ALTITUDE WAS 8,900 FT.

Brief of Accident (Continued)

File No. - 2667

7/19/82

NEAR,CA

A/C Reg. No. N1378L

Time (Lcl) - 1755 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2613 8/15/82 OAKLAND, CA A/C Reg. No. N17841 Time (Lcl) - 1126 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BEECH 58TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-1
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/007 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
CARSON CITY, NV
Destination
OAKLAND, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

METROPOLITAN OAKLAND INT.
Runway Ident - 27
Runway Lth/Wid - 5453/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 627
Instrument- UNK/NR
Multi-Eng - 627
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N17841, LANDED WITH THE LANDING GEAR RETRACTED AT METROPOLITAN OAKLAND AIRPORT. THE PILOT CLAIMS THAT THE LANDING GEAR WAS LOWERED PRIOR TO LANDING. EFFORTS TO REACH THE PILOT FOR FURTHER COMMENTS CONCERNING THIS FLIGHT WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 2613

8/15/82

OAKLAND, CA

A/C Reg. No. N17841

Time (Lc1) - 1126 PDT

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

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2604 8/21/82 SANTA CATALINA,CA A/C Reg. No. N7956Y Time (Lc1) - 1800 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Crew
Pass

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3725
No. of Seats - 6

Eng Make/Model - LYCOMING O-320
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-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- 240/008 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
LONG BEACH,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 - UNK/NR
Runway Lth/Wid' - UNK/NR
Runway Surface - WATER
Runway Status - WATER - CHOPPY

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	- 7000	Last 24 Hrs	- UNK/NR
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	1000	Last 90 Days-	UNK/NR
Multi-Eng	- 2500	Rotorcraft	- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST RIGHT ENGINE POWER FOLLOWING DEPARTURE FROM SANTA CATALINA. UNABLE TO CLIMB THE AIRCRAFT TO AIRPORT ALTITUDE THE PILOT DECIDED TO PROCEED OVER THE OPEN SEA TO SAN CLEMENTE. ABOUT 19 MILES FROM THE ISLAND THE PILOT STATED HE SWITCHED FUEL TANKS AND THE LEFT ENGINE STOPPED. THE PILOT DITCHED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2604

8/21/82

SANTA CATALINA, CA

A/C Reg. No. N7956Y

Time (Lc1) - 1800 PDT

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

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

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

Finding(s)
2. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2708

8/22/82

LOS ANGELES, CA

A/C Reg. No. N6825P

Time (Lc1) - 0930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - 15000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA MONICA, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 21
Runway Lth/Wid - 4987/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 307	Last 24 Hrs	- 0
Make/Model-	212	Last 30 Days-	1
Instrument-	11	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED SANTA MONICA AT 0830 FOR A LOCAL FLT. AT 0926 THE PLT CALLED FROM DOWNTOWN LOS ANGELES FOR LANDING AT SANTA MONICA. AT 9028 THE PLT 3 MI EAST OF A VFR REPORTING POINT WITH ENG TROUBLE & THAT HE HAD TO COME DOWN. THE ACFT WING STRUCK THE ROOF OF A HOUSE IN A DENSELY POPULATED RESIDENTIAL AREA COMING TO REST IN THE STREET ON TOP OF TWO CARS. THERE WAS NO FUEL IN THE LINE TO THE CARBURETOR. THE FUEL SELECTOR WAS ON THE RIGHT TANK WHICH WAS FOUND DRY. THE RUPTURED LEFT TANK CONTAINED APPROXIMATELY 2 GALS. FIREMEN ESTIMATED THAT APPROXIMATELY AN ADDITIONAL 2 GALS HAD FLOWED OUT. ALL FUEL ON BOARD THE ACFT WAS USABLE.

Brief of Accident (Continued)

File No. - 2708

8/22/82

LOS ANGELES, CA

A/C Reg. No. N6825P

Time (Lc1) - 0930 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - RESIDENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2609 9/03/82 FRESNO, CA A/C Reg. No. N6212V Time (Lc1) - 1930 PDT

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

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

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

Make/Model - BEECH 95-A55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4880	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 260 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/008 KTS</p> <p>Visibility - 30.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point MADERA, CA</p> <p>Destination RIVER SIDE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FRESNO CHANDLER DOWNTOWN</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 3441/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) UNK/NR</p>	<p>Age - UNK/NR</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 - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>
		<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS BEING FERRIED TO THE NEW OWNER WHEN IT MADE A HARD LANDING AND COLLAPSED THE LANDING GEAR.
THE NEW OWNER COULD NOT BE LOCATED AND THE BROKER WAS UNABLE TO FURNISH ANY INFORMATION AS TO THE IDENTITY OF THE PILOT.

Brief of Accident (Continued)

File No. - 2609

9/03/82

FRESNO, CA

A/C Reg. No. N6212V

Time (Lc1) - 1930 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2737 9/11/82 SAN DIEGO, CA A/C Reg. No. N4242A Time (Lcl) - 1420 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BELL 47G-2
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING O-435-23C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/009 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MONTGOMERY FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

HELICOPTER

Age - 21
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 47G-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 41 Last 24 Hrs - 1
Make/Model- 41 Last 30 Days- 18
Instrument- 0 Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS IN THE LOCAL PATTERN PRACTICING MANEUVERS. AFTER COMPLETING A QUICK STOP MANEUVER & HOVERING, ANOTHER TAKEOFF WAS INITIATED. THE PLT STATED THAT IT SEEMED TO TAKE AN UNUSUAL AMOUNT OF FORWARD CYCLIC TO INITIATE FORWARD FLT. DURING THE FINAL APPROACH FULL FORWARD CYCLIC WAS NOT SUFFICIENT TO MAINTAIN FORWARD FLT. THE ACFT STOPPED SHORT OF THE LANDING SPOT & STARTED BACKING UP. THE ACFT STRUCK THE GROUND AS THE PLT ATTEMPTED TO RECOVER. THE BROKEN SUPPORT ASSEMBLY FORE & AFT CYCLIC CONTROL, P/N 47-724-132-1, WAS EXAMINED & FOUND TO BE A VERY POOR QUALITY CASTING. COLD SHUTS & SHRINKAGE CAVITIES WERE OBSERVED ON OVER APPROXIMATELY 70% OF THE FRACTURE SURFACE. IT WAS CONCLUDED THAT THE FORE & AFT CYCLIC CONTROL FAILED BY A SLOW FRACTURE PROCESS INITIATED BY THE PRESENCE OF LARGE CASTING DEFECTS.

Brief of Accident (Continued)

File No. - 2737

9/11/82

SAN DIEGO,CA

A/C Reg. No. N4242A

Time (Lcl) - 1420 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. POWER ON LANDING - PERFORMED - PILOT IN COMMAND
 2. ROTORCRAFT FLIGHT CONTROL,CYCLIC BELLCRANK - INADEQUATE
 3. MATERIAL DEFECT(INADEQUATE QUALITY OF MATERIAL) - MANUFACTURER
 4. ROTORCRAFT FLIGHT CONTROL,CYCLIC BELLCRANK - FATIGUE
 5. ROTORCRAFT FLIGHT CONTROL,CYCLIC BELLCRANK - FAILURE,TOTAL
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2738 9/13/82 NORTH HIGHLANDS, CA A/C Reg. No. N8651F Time (Lcl) - 1250 PDT

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

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

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

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-36-DIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	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	LOCAL	
Wind Dir/Speed- 031/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4000 FT	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- SMOKE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1136
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 900
		Last 30 Days- 68
		Instrument- 53
		Last 90 Days- 174

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO CONDUCT A ROTORCRAFT/HELICOPTER CERTIFIED FLIGHT INSTRUCTOR (CFI) CHECK RIDE FOR THE PILOT-IN-COMMAND (PIC). THE CHECK PILOT WAS AN FAA INSPECTOR WITH NO PREVIOUS FLIGHT TIME IN THIS MAKE AND MODEL; HOWEVER, HE HAD 1816 HRS TOTAL TIME WITH 78 HRS HELICOPTER TIME PRIMARILY IN BELL 47 & 206 AIRCRAFT. THE FIRST PART OF THE CHECK FLIGHT WAS NORMAL EXCEPT WHEN IT WAS INTERRUPTED FOR POLICE WORK. DURING THE COURSE OF THE CHECK FLIGHT, THE EXAMINER CHOPPED THE POWER TO SIMULATE AN EMERGENCY AS THE PIC WAS CLIMBING THROUGH ABOUT 285 FT AGL AT 42 KTS. THE PIC STATED THAT HE LOWERED THE COLLECTIVE & THE NEEDLES SPLIT. THERE WAS A LOSS OF ROTOR RPM. HE PUT THE HELICOPTER IN A DIVE & ROLLED THE THROTTLE ON IN INCREMENTS, BUT COULD NOT GET THE NEEDLES TO MARRY. SUBSEQUENTLY, THE HELICOPTER STRUCK THE GROUND ON THE HEEL OF THE LEFT SKID, THEN ROLLED OVER. NO PREIMPACT MALFUNCTION/FAILURE FOUND. ACCORDING TO THE 269C HEIGHT/VELOCITY DIAGRAM, THE EXAMINER CHOPPED THE POWER CLOSE TO THE MINIMUM LIMITS FOR SPEED/ALT.

Brief of Accident (Continued)

File No. - 2738

9/13/82

NORTH HIGHLANDS, CA

A/C Reg. No. N8651F

Time (Lc1) - 1250 PDT

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - CHECK PILOT
2. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - CHECK PILOT
3. AIRSPEED - INADEQUATE -
4. ALTITUDE - INADEQUATE -

----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. - 2756 10/10/82 5NM EAST OF SALINAS,CA A/C Reg. No. N5159B Time (Lcl) - 0655 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -TAKEOFF

Fire Crew
NONE Pass

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

Make/Model - BELL 47G2
Landing Gear - SKID
Max Gross Wt - 2859
No. of Seats - 2

Eng Make/Model - LYCOMING O-435-23C-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/003 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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
HELICOPTER

Age - 30

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - B-7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3644	Last 24 Hrs	- 5
Make/Model-	1356	Last 30 Days-	UNK/NR
Instrument-	70	Last 90 Days-	120
Multi-Eng	- 359	Rotorcraft	- 1356

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, DURING AN AERIAL APPLICATION FLIGHT, THE PILOT FELT A SUDDEN JOLT AND THE ENGINE RPM REVVED THEN DECAYED VERY RAPIDLY. THE PILOT MADE A HARD LANDING AND THE MAIN ROTOR SEVERED THE TAIL ROTOR. THE AIRCRAFT WAS WITHIN THE WEIGHT AND BALANCE LIMITATIONS.

Brief of Accident (Continued)

File No. - 2756

10/10/82

5NM EAST OF SALINAS,CA

A/C Reg. No. N5159B

Time (Lcl) - 0655 PDT

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. ROTOR SYSTEM,MAIN ROTOR BLADE - OVERLOAD
3. ROTOR SYSTEM,TAIL ROTOR BLADE - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2611 10/16/82 OCEANSIDE,CA A/C Reg. No. N7873D Time (Lcl) - 0715 PDT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OCEANSIDE MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 24
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 785
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 6
		Instrument- 12
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A TOUCH AND GO FROM A WHEEL LANDING THE PILOT LOST DIRECTIONAL CONTROL AND COLLIDED WITH A PARKED AIRCRAFT AND A CHAIN FENCE, FINALLY NOSING OVER. THE PILOT SAID HE DID NOT USE ENOUGH RIGHT RUDDER DURING THE ROLL. THE PARKED AIRCRAFT, N5515B, A CESSNA 152, WAS SUBSTANTIALLY DAMAGE.

Brief of Accident (Continued)

File No. - 2611

10/16/82

OCEANSIDE, CA

A/C Reg. No. N7873D

Time (Lcl) - 0715 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - AIRCRAFT PARKED
6. OBJECT - FENCE

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

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

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. - 2627 11/03/82 RIALTO, CA A/C Reg. No. N1441X Time (Lcl) - 1915 PST

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

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

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

Make/Model	- PIPER PA28-140	Eng. Make/Model	- LYCOMING VO-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2475	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 - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/017 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 - NIGHT (BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TORRANCE, CA</p> <p>Destination</p> <p>RIALTO, CA</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>RIALTO-MIRO</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3600/ 75</p> <p>Runway Surface - ASPHALT</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)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - UNK/NR	Make/Model- 72
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATED PRIVATE PILOT LANDED ON RUNWAY 24 AT NIGHT. THE AIRCRAFT DRIFTED OFF THE SIDE OF THE RUNWAY AND COLLIDED WITH A DRAINAGE DITCH. INVESTIGATION REVEALED THE AIRCRAFT LANDING WAS MADE WITH A STRONG LEFT QUARTERING TAILWIND REPORTED AS 360/17 KTS WITH GUSTS.

Brief of Accident (Continued)

File No. - 2627

11/03/82

RIALTO, CA

A/C Reg. No. N1441X

Time (Lc1) - 1915 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - GUSTS

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - DITCH

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2723 11/06/82 ANTIOCH, CA A/C Reg. No. N54983 Time (Lcl) - 1415 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	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 30.0 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>HAYWARD, CA</p> <p>Destination</p> <p>ANTIOCH, CA</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>ANTIOCH</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2500/ 27</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 - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 78</p> <p>Make/Model- 15</p> <p>Instrument- 2</p> <p>Multi-Eng - 1</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 65</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE CAME IN HIGH AND FAST, WITH ONLY 20 DEGREES OF FLAPS ON HIS SECOND LANDING ATTEMPT. BECAUSE OF HILLY TERRAIN, THE PILOT ELECTED TO LAND LONG RATHER THAN EXECUTE A GO-AROUND. THE AIRCRAFT OVERRAN THE RUNWAY, ROLLED INTO A DITCH AND BARBED WIRE FENCE AND CONTINUED ACROSS A ROAD AND INTO ANOTHER DITCH.

Brief of Accident (Continued)

File No. - 2723

11/06/82

ANTIOCH, CA

A/C Reg. No. N54983

Time (Lcl) - 1415 PST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCEEDED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. TERRAIN CONDITION - DITCH
 5. OBJECT - FENCE
 6. TERRAIN CONDITION - HIGH TERRAIN
 7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2648 11/06/82 CALISTOGA, CA A/C Reg. No. N3682 Time (Lcl) - 1348 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - SCHLEICHER ASW-20
Landing Gear - N/A
Max Gross Wt - 660
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CALISTOGA AIR PARK
Runway Ident - 10L
Runway Lth/Wid - 2006/ 120
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Instrument Rating(s) - NONE

Age - 51

Biennial Flight Review

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

Medical Certificate -

Flight Time (Hours)

Total	- 2288	Last 24 Hrs -	0
Make/Model-	191	Last 30 Days-	0
Instrument-	0	Last 90 Days-	16

-----Narrative-----

THE PILOT STATED THAT HE FORGOT TO CONNECT THE ELEVATOR CONTROL WHEN HE ASSEMBLED THE GLIDER FOR THE FLIGHT. HE ALSO STATED THAT HE DID NOT BECOME AWARE OF THIS SITUATION UNTIL HE TRIED TO USE THE CONTROL DURING TAKEOFF. THE AIRCRAFT CRASHED IN A NOSE DOWN ATTITUDE, BOUNCED AND HIT AGAIN IN A 30-40 DEGREE NOSE DOWN ATTITUDE BEFORE COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2648

11/06/82

CALISTOGA, CA

A/C Reg. No. N3682

Time (Lcl) - 1348 PST

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - DISCONNECTED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2784 11/25/82 LINCOLN, CA A/C Reg. No. N1411Q Time (Lc1) - 2125 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Cloud Conditions(1st) - 1200 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ANGWIN, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LINCOLN MUNICIPAL AIRPORT
Runway Ident - 33
Runway Lth/Wid - 3700/ 300
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 87
Make/Model- UNK/NR
Instrument- 3
Last 24 Hrs - 0
Last 30 Days- 1
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ON THE ARPT IMMEDIATELY AFTER TAKEOFF. A PLT WHO HAD LANDED AT THE ARPT AT 2030 REPORTED THAT FOG HAD JUST REACHED THE ARPT WITH A TOP APPROXIMATELY 1,100 FT AGL & THE BASE A 200 FT AGL. HE ADVISED THE PLT AGAINST GOING, BUT THE PLT STATED HE PLANNED TO TAKEOFF & CLIMB STRAIGHT AHEAD UNTIL ON TOP.

Brief of Accident (Continued)

File No. - 2784

11/25/82

LINCOLN, CA

A/C Reg. No. N1411Q

Time (Lcl) - 2125 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. AIRPLANE HANDLING - UNCONTROLLED - 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 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2792 11/26/82 EL MONTE, CA

A/C Reg. No. N9504X

Time (Lcl) - 1252 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470E
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 26 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- 200/005 KTS
Visibility - 35.0 SM
Cloud Conditions(1st) - 20000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL MONTE, CA
Destination
LAS VEGAS, NV

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

EL MONTE
Runway Ident - 19
Runway Lth/Wid - 3400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)	
Total - 4	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-----

THE PILOT EXPERIENCED A PROBLEM DIRECTLY AFTER TAKEOFF WHEN HE DISCOVERED THE LANDING GEAR WOULD NOT RETRACT. AFTER CONTINUALLY TRYING TO LOCK THE GEAR IN PLACE, HE EXECUTED AN EMERGENCY LANDING. INVESTIGATION REVEALED A MALFUNCTION IN THE HYDRAULIC POWER PACK WHICH OPERATES THE NOSE LANDING GEAR CAUSING THE MAIN LANDING GEAR TO FAIL TO EXTEND AND LOCK.

Brief of Accident (Continued)

File No. - 2792

11/26/82

EL MONTE, CA

A/C Reg. No. N9504X

Time (Lc1) - 1252 PST

Occurrence

COMPLETE GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. HYDRAULIC SYSTEM - FAILURE, TOTAL
 2. GEAR RETRACTION - NOT POSSIBLE -
 3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
 4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

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. - 2800 12/12/82 FREMONT, CA A/C Reg. No. N100WH Time (Lcl) - 1700 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
1 0
0 0

None
0
0

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

Make/Model - HOLLMAN CONDOR
Landing Gear - UNK/NR
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - VOLKSWAGON REVMASER
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- 130/004 KTS
Visibility - 3.000 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

FREMONT
Runway Ident - 31
Runway Lth/Wid - 2310/ 40
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GYROPLANE

Age - 42

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 285 Last 24 Hrs - 0
Make/Model- 22 Last 30 Days- UNK/NR
Instrument- 23 Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

UNABLE TO START THE ENG THE PLT REMOVED THE MAGNETO ASSISTED BY BYSTANDERS. AFTER FREEZING THE MAG IMPLUSE COUPLING HE REINSTALLED THE MAG. A BYSTANDER OFFERED TO TIGHTEN THE MAG MOUNTING BOLTS. THE ONLY TOOL AVAILALE WAS A PAIR OF PLIERS. THE MOUNTING BOLTS WERE RECESSED ALLEN HEADS & REQUIRE AN ALLEN WRENCH. THE PLOT DID NOT RECHECK THE PERSON WHO SAID HE HAD TIGHTENED THE BOLTS. AT LEAST ONE PERSON SUGGESTED TO THE PLT THAT HE LEAVE THE ACFT THERE UNTIL THE WORK COULD BE ACCOMPLISHED WITH THE PROPER TOOLS, & OFFERED THE PLT A RIDE IN HIS CAR. THE PLT DECLINED THE OFFER. AFTER TAKEOFF AT 200 FT AGL THE ENG QUIT & THE ACFT LANDED IN LEVEES. AT THE SCENE THE MAG MOVED WHEN THE PROP WAS ROTATED. THE TWO MAG MOUNTING BOLTS WERE VERY LOOSE. THE PLT SUFFERED SERIOUS INJURIES TO HIS BACK. THE ACFT DESIGN DID NOT PROVIDE ANY CRASHWORTHINESS IN THAT THE SEAT WAS ATTACHED DIRECTLY TO THE ACFT BELLY SKIN WITH NO PROVISION TO ABSORB IMPACT FORCES.

Brief of Accident (Continued)

File No. - 2800

12/12/82

FREMONT,CA

A/C Reg. No. N100WH

Time (Lc1) - 1700 PST

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - LOOSE
2. IGNITION SYSTEM,MAGNETO - ERRATIC
3. MAINTENANCE,INSTALLATION - POOR - SPECTATOR
4. MAINTENANCE,INSTALLATION - DISREGARDED - PILOT IN COMMAND

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. FUSELAGE,SEAT - INADEQUATE
7. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - PRODUCTION/DESIGN PSNL

-----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. - 2799 12/14/82 BIG BEAR CITY,CA A/C Reg. No. N2962D Time (Lcl) - 1500 PST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIG BEAR
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5850/ 75
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI,ATP	Current - YES	Total - 32664
SE LAND,SE SEA,ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- 120
		Instrument- 2416
		Last 90 Days- 277
		Multi-Eng - 21964

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURED AFTER TOUCHDOWN WHEN THE PILOT TEMPORARILY LOST CONTROL AND THE AIRCRAFT VEERED OFF THE RUNWAY. THE WING AND PROPELLER COLLIDED WITH A FROZEN SNOW BANK.

Brief of Accident (Continued)

File No. - 2799

12/14/82

BIG BEAR CITY, CA

A/C Reg. No. N2962D

Time (Lc1) - 1500 PST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

-----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. - 2652

4/02/82

LAMAR, CO

A/C Reg. No. N9733R

Time (Lcl) - 1022 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - BEECH M35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 280/035 KTS
Visibility - .125 SM
Cloud Conditions(1st) - OBSCURED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- BLOWING DUST
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORMAN, OK
Destination
DENVER, CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAMAR 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 - 9
Aircraft Type - C-172

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

Total	-	284	Last 24 Hrs	-	0
Make/Model	-	105	Last 30 Days	-	31
Instrument	-	8	Last 90 Days	-	52
Multi-Eng	-	4			

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE WX BRIEFING THE PLT WAS ADVISED THAT THE WX ALONG HIS PROPOSED ROUTE OF FLT WOULD BE GENERALLY GOOD VFR WITH THE EXCEPTION OF POSSIBLE TURBULENCE & THAT BLOWING DUST WOULD BE THE BIG PROBLEM. THERE WERE PIREPS OF 65K WINDS AT 3,000 FT OVER OKLAHOMA CITY WHICH WAS FORECASTING VISIBILITIES DROPPING TO 3-4 MI IN BLOWING DUST BY NOON. THE PLT'S FORMER FLT EXAMINER TRIED TO CONVINCE THE PLT TO POSTPONE THE TRIP DUE TO HIGH WINDS ENROUTE. AT APPROXIMATELY 1015 A GROUND WITNES ON A ROAD NEAR THE LAMAR ARPT STATED HE SAW A DUST CLOUD NORTH OF TOWN RISING TO AN ALTITUDE OF APPROXIMATELY 2,000 FT. BY THE TIME THE WITNESS REACHED THE ARPT VISIBILITY WAS LESS THAN 100 FT WITH AN ESTIMATED WIND OF 60 MPH. ANOTHER WITNESS WHO HEARD THE CRASH SAID IT WAS TOO DIRTY TO SEE ANYTHING. THE LA JUNTA FSS, LOCATED APPROXIMATELY 32 MI WEST OF THE ACCIDENT SITE, 0958 & 1058 OBSERVATIONS INCLUDED SURFACE WINDS GUSTING TO 57K & SKY COVERAGE OF 0.6.

Brief of Accident (Continued)

File No. - 2652

4/02/82

LAMAR, CO

A/C Reg. No. N9733R

Time (Lc1) - 1022 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - OBSCURATION
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2607 7/22/82 BROOMFIELD, CO A/C Reg. No. N28218 Time (Lcl) - 0943 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - AMERICAN AA5B
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 - YES/YES
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/006 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
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

JEFERSON COUNTY AIRPORT
Runway Ident - 29
Runway Lth/Wid - 7498/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	130	Last 24 Hrs	-	0
Make/Model-	49	Last 30 Days-	UNK/NR		
Instrument-	7	Last 90 Days-	26		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CONDUCTING LOCAL AREA PLEASURE SIGHTSEEING FLIGHTS WHEN THE AIRCRAFT FAILED TO CLIMB DURING A NORMAL DEPARTURE. SHE LANDED THE AIRCRAFT IN A PLOWED FIELD. INVESTIGATION REVEALED THE FLIGHT WAS CONDUCTED AT A DENSITY ALTITUDE APPROXIMATELY 8,750 FEET. ALSO THE ENGINE WAS EXAMINED AND FOUND NOT CAPABLE OF PRODUCING FULL TAKEOFF RATED POWER.

Brief of Accident (Continued)

File No. - 2607

7/22/82

BROOMFIELD, CO

A/C Reg. No. N28218

Time (Lcl) - 0943 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. MAINTENANCE - INADEQUATE -
3. ENGINE ASSEMBLY, RING - HIGH DENSITY ALTITUDE
4. ENGINE ASSEMBLY, CYLINDER - WORN
5. IGNITION SYSTEM, MAGNETO - CORRODED

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
7. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2614 7/24/82 FT. COLLINS, CO A/C Reg. No. N1373X Time (Lcl) - 1330 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL - DUAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - EIPPER MX II QUICKSILVER

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1200

No. of Seats - 2

Eng Make/Model - CUYANA

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 75 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- 140/004 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

UAC FLT PARK

Runway Ident - 36

Runway Lth/Wid - 600/ 100

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	740	Last 24 Hrs	-	4
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Make/Model	-	15	Last 30 Days	-	UNK/NR
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Instrument	-	54	Last 90 Days	-	25
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Multi-Eng	-	55			
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ULTRALIGHT WAS HIGH & FLAT DURING THE APPROACH SO THE CFI DEPLOYED THE SPOILERONS TO INCREASE THE DESCENT. THE DUAL STUDENT STARTED HIS FLARE TOO LATE & THE VEHICLE BOUNCED & STALLED.

Brief of Accident (Continued)

File No. - 2614

7/24/82

FT. COLLINS, CO

A/C Reg. No. N1373X

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - DELAYED - DUAL STUDENT
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
 3. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 4. STALL - INADVERTENT - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2704 8/15/82 3 MILES SW OF DRAKE, CO A/C Reg. No. N736JX Time (Lcl) - 1030 MDT

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

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

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

Make/Model - CESSNA 172XP	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHEYENNE, WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BROOMFIELD, CO	Runway Ident - N/A
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 16000 FT SCATTERED	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)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS CRUISING AT 11000 FT WHEN THE ENGINE BEGAN TO RUN ROUGH. ATTEMPTS TO ENRICH AND THEN LEAN THE MIXTURE, THROTTLE ADJUSTMENTS AND SWITCHING THE FUEL TANKS DID NOT ALLEVIATE THE ENGINE ROUGHNESS. THE ENGINE THEN LOST ALL POWER. ANOTHER PLT STATED HE EXPERIENCED AN ENGINE FAILURE IN THE SAME AIRCRAFT SEVERAL WEEKS PRIOR TO THIS OCCURRENCE. NO EVIDENCE OF MECHANICAL FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2704

8/15/82

3 MILES SW OF DRAKE, CO

A/C Reg. No. N736JX

Time (Lc1) - 1030 MDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. OBJECT - TREE(S)
3. 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2617 8/16/82 YUMA,CO A/C Reg. No. N5138X Time (Lcl) - 1600 MDT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A-2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	7NM EAST OF YUMA,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	YUMA MUNICIPAL
Wind Dir/Speed- 135/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 137
SE LAND	Months Since - 6	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AS HE TOUCHED DOWN THE AIRCRAFT PORPOISED "A COUPLE OF TIMES." WHEN THE AIRCRAFT HAD SLOWED TO APPROXIMATELY 25-30 MPH IT RAN OFF THE RUNWAY INTO SOFT DIRT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2617

8/16/82

YUMA,CO

A/C Reg. No. N5138X

Time (Lc1) - 1600 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2706 8/26/82 FT. COLLINS, CO A/C Reg. No. N757AV Time (Lcl) - 1630 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire Crew
NONE Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/005 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

LOVELAND-FT. COLLINS

Runway Ident - 33

Runway Lth/Wid - 6404/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 57

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 - 13 Last 24 Hrs - 1

Make/Model- 13 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SUPERVISED SOLO FLIGHT, THE STUDENT PILOT BOUNCED DURING LANDING, RAN OFF THE SIDE OF THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2706

8/26/82

FT. COLLINS, CO

A/C Reg. No. N757AV

Time (Lc1) - 1630 MDT

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

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2605

8/29/82

ASPEN, CO

A/C Reg. No. N5742S

Time (Lcl) - 1310 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - SCHWEIZER 84
Landing Gear - N/A
Max Gross Wt - 1040
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ASPEN, CO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SARDY FIELD
Runway Ident - 33
Runway Lth/Wid - 6000/ 80
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND

GLIDER

Age - 25

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	-	516	Last 24 Hrs	-	4
Make/Model	-	117	Last 30 Days	-	UNK/NR
Instrument	-	44	Last 90 Days	-	112
Multi-Eng	-	15			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT LOW ALTITUDE AFTER TAKEOFF, THE AIRCRAFT HIT TURBULENCE AND THE TOW ROPE BROKE. THE PILOT REVERSED COURSE AND ATTEMPTED TO RETURN TO THE AIRPORT. HAVING INSUFFICIENT ALTITUDE, HE LANDED ON A RAILROAD TRACK AND COLLIDED WITH BUSHES. THE LEFT WING CANOPY AND NOSE WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2605

8/29/82

ASPEN, CO

A/C Reg. No. N5742S

Time (Lc1) - 1310 MDT

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

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, TOTAL
 2. WEATHER CONDITION - TURBULENCE
-

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2700 9/09/82 STERLING, CO A/C Reg. No. N310CT Time (Lcl) - 1013 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	4

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

Make/Model - CESSNA 31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/015 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
GARDEN CITY, KS
Destination
STERLING, CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CROSSON FIELD
Runway Ident - 15
Runway Lth/Wid - 4400/ 75
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

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

Total	- 2080	Last 24 Hrs	- 12
Make/Model-	289	Last 30 Days-	UNK/NR
Instrument-	234	Last 90 Days-	34
Multi-Eng	- 680		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT CAME IN HIGH AND MADE A HARD, BOUNCING LANDING AFTER WHICH CONTROL WAS REGAINED AND THE AIRCRAFT WAS TAXIED TO RAMP. EXAMINATION REVEALED EXTENSIVE DAMAGE TO THE NOSE, WINGS, AND FUSELAGE.

Brief of Accident (Continued)

File No. - 2700

9/09/82

STERLING, CO

A/C Reg. No. N310CT

Time (Lc1) - 1013 MDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FLARE - ATTEMPTED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2680 11/06/82 HOLLY, CO

A/C Reg. No. N732FM

Time (Lc1) - 1640 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	1

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

Fire
NONE

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

Make/Model - CESSNA T210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-H-4A
Number Engines - 1
Engine Type - UNK/NR
Rated Power - 285 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HOLLY
Runway Ident - 17
Runway Lth/Wid - 4450/ 50
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

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

Total	- 1737	Last 24 Hrs	- 0
Make/Model-	9	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	9
Multi-Eng -	360	Rotorcraft -	32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF A PIECE OF WOOD WAS PICKED UP BY A WHEEL AND TOSSED AGAINST THE ELEVATOR JAMMING IT AND CAUSING HIM TO LOSE CONTROL. WHILE OUT OF CONTROL HE THOUGHT HE IMPACTED THE GROUND. A FARMERS IRRIGATION PIPE ONE QUARTER MILE FROM THE AIRPORT WAS DAMAGED AND THE AIRCRAFT HAD SEVERAL HOLES IN THE FUSELAGE. THE PILOT LANDED SUCCESSFULLY AT AN AIRPORT 40 MILES AWAY.

Brief of Accident (Continued)

File No. - 2680

11/06/82

HOLLY, CO

A/C Reg. No. N732FM

Time (Lcl) - 1640 MST

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

Finding(s)

1. OBJECT - OBJECT
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE OBJECTS
-

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

Finding(s)

3. NACELLE/PYLON, AUXILLIARY - PENETRATED
 4. FLIGHT CONTROL, ELEVATOR ATTACHMENT - SEPARATION
-

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

Finding(s)

5. OBJECT - OBJECT
-

-----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. - 2682 11/11/82 DURANGO, CO A/C Reg. No. N9164A Time (Lcl) - 1200 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 170A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/022 KTS
Visibility - 3.000 SM
Cloud Conditions(1st) - 1500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAMP VERDE, AZ
Destination
DURANGO, CO

Airport Proximity
ON AIRPORT

Airport Data

ANIMAS
Runway Ident - 19
Runway Lth/Wid - 5000/ 50
Runway Surface - ASPHALT
Runway Status - WET
SNOW - WET

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 - 72
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	- 916	Last 24 Hrs	- 4
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED AT A PRIVATE AIRSTRIP AND LOST CONTROL OF AIRCRAFT IN A CROSSWIND. THE AIRCRAFT DEPARTED THE RUNWAY AND COLLIDED WITH A DITCH. THE PILOT BELIEVED HE LOST CONTROL OF HIS AIRCRAFT BECAUSE OF THE WET RUNWAY AND STRONG CROSSWIND.

Brief of Accident (Continued)

File No. - 2682

11/11/82

DURANGO,CO

A/C Reg. No. N9164A

Time (Lc1) - 1200 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2683 11/14/82 LEADVILLE, CO A/C Reg. No. N8385W Time (Lcl) - 1800 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	1

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

Fire
NONE

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

Make/Model - PIPER PA28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
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- 160/004 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RANGELY, CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKE COUNTY
Runway Ident - 16
Runway Lth/Wid - 4800/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - CRUSTED

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	348	Last 24 Hrs	-	1
Make/Model	-	298	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	25

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS TAKING OFF IN SNOW WITH WHEEL PANTS INSTALLED. THE PANTS FILLED WITH SNOW AND PLANE PULLED TO LEFT. IN ATTEMPT TO RECOVER DIRECTIONAL CONTROL AND GET BACK ON THE RUNWAY THE AIRCRAFT HIT THE ASPHALT RIDGE ON THE EDGE OF THE RUNWAY SEPARATING THE NOSE-GEAR FROM THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2683

11/14/82

LEADVILLE,CO

A/C Reg. No. N8385W

Time (Lc1) - 1800 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
 2. LANDING GEAR - BINDING(MECHANICAL)
-

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

Finding(s)

3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 5. JUDGEMENT - INACCURATE - PILOT IN COMMAND
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2685 11/15/82 FORT COLLINS, CO A/C Reg. No. N6385R Time (Lc1) - 1515 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 0
Pass 0

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

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

Eng Make/Model - LYCOMING O-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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

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

Total	-	450	Last 24 Hrs	-	1
Make/Model	-	150	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO ENRICH MIXTURE DURING DESCENT FROM 10,000 FEET. POWER WAS LOST DURING THE APPROACH AND A FORCED LANDING MADE IN A PASTURE. DURING THE LANDING THE AIRCRAFT COLLIDED WITH A FENCE AND GROUND-LOOPE COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2685

11/15/82

FORT COLLINS, CO

A/C Reg. No. N6385R

Time (Lcl) - 1515 MST

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

Finding(s)

1. MIXTURE - NOT CORRECTED - PILOT IN COMMAND
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

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

Finding(s)

4. LANDING GEAR - OVERLOAD
-

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

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

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. - 2716 11/10/82 DANIELSON,CT A/C Reg. No. N4032Q Time (Lcl) - 1915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - CESSNA 402
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 9

Eng Make/Model - CONTINENTAL TS10-520E
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/020 KTS
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
UTICA,NY
Destination
DANIELSON,CT

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
DANIELSON

Runway Ident - 31
Runway Lth/Wid - 2700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

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

Total - 354
Make/Model- 353
Instrument- 19
Multi-Eng - 354
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL THE PILOT REALIZED HE WAS LATE IN REDUCING POWER AND ATTEMPTED TO CORRECT BY ABRUPTLY BRINGING POWER BACK. A HIGH SINK RATE WAS EXPERIENCED AND THE PILOT IMMEDIATELY APPLIED FULL POWER. THE AIRCRAFT IMPACTED SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2716

11/10/82

DANIELSON,CT

A/C Reg. No. N4032Q

Time (Lc1) - 1915 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DESCENT - MISJUDGED - PILOT IN COMMAND
4. PLANNED APPROACH - POOR - PILOT IN COMMAND

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

Finding(s)
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2647 11/10/82 ELLINGTON,CT A/C Reg. No. N24293 Time (Lc1) - 1535 EST

-----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 C152	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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data ELLINGTON
Completeness - N/A		Runway Ident - 01
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1900/ 50
Wind Dir/Speed- 320/004 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(1st) - NONE	Type Apch/Lndg - NONE	
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 9
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 9
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE AIRCRAFT HIT HARD ON ALL THREE LANDING GEAR AND BOUNCED ABOUT 3 OR 4 FEET, LANDING ON THE NOSE GEAR. THE LEFT WING, PROP, NOSE GEAR AND COWLING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2647

11/10/82

ELLINGTON, CT

A/C Reg. No. N24293

Time (Lcl) - 1535 EST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2653 1/21/82 15NM W. OPA LOCKA, FL A/C Reg. No. N211TA Time (Lcl) - 0154 EST

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

Type Operating Certificate-OTHER

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model	- DOUGLAS DC-3	Eng Make/Model	- CURTISWRIGHT R-1820-202A	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	- 16	Rated Power	- 1200 HP		

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OPA LOCKA, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OPA LOCKA WEST
Runway Ident - 18
Runway Lth/Wid - 3000/ 60
Runway Surface - MACADAM
Runway Status - DRY

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

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

Total	- 10856	Last 24 Hrs	- 6
Make/Model-	5900	Last 30 Days-	UNK/NR
Instrument-	1610	Last 90 Days-	106
Multi-Eng	- 8092		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TOUCH & GO THE DUAL STUDENT ADDED POWER RAPIDLY & THE LEFT ENG SPUTTERED CAUSING THE ACFT TO SWERVE LEFT. THE INSTRUCTOR TOOK CONTROL BUT FELT RESISTANCE ON THE CONTROLS FROM THE STUDENT. HE THEN REDUCED POWER ON BOTH ENGS & THEN REAPPLIED POWER AT WHICH TIME HE FELT BOTH ENGS COME UP TO POWER. AT THIS POINT THE LEFT WING CAUGHT SCRUB TREES 90 FT TO THE LEFT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2653

1/21/82

15NM W. OPA LOCKA, FL

A/C Reg. No. N211TA

Time (Lc1) - 0154 EST

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
-

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

Finding(s)

2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2620 2/10/82 LAKE WALES, FL A/C Reg. No. N5207J Time (Lcl) - 1718 EST

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

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

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

Make/Model	- CESSNA 310	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	- 5200	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- YES
No. of Seats	- 6	Rated Power	- 280 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	OKEECHOBEE, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	Ocala, FL	LAKE WALES
Wind Dir/Speed	- 040/013 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 06
Cloud Conditions(1st)	- UNK/NR	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- 4000/ 100
Obstructions to Vision	- HAZE	Type Apch/Lndg	- CONCRETE
Precipitation	- NONE	- VISUAL STRAIGHT-IN	Runway Status
Condition of Light	- DAYLIGHT		- WET

-----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	- UNK/NR	Last 24 Hrs
SE LAND	Months Since	- UNK/NR	- UNK/NR
	Aircraft Type	- UNK/NR	Last 30 Days
		Multi-Eng	- UNK/NR
			Last 90 Days
			- UNK/NR
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT ENCOUNTERED BAD WX OVER THE LAKE WALES ARPT. THE PLT PUT THE GEAR DOWN & WAS MANEUVERING FOR AN APPROACH. THE PAX STATED THAT ACFT THEN CRASHED. THE FUEL TANKS HAD APPROXIMATELY ONE PINT OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 2620

2/10/82

LAKE WALES, FL

A/C Reg. No. N5207J

Time (Lc1) - 1718 EST

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

Finding(s)

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

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2639 2/17/82 MIAMI, FL A/C Reg. No. N4734 Time (Lcl) - 1545 EST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	0	Serious	Minor	None	
Accident Occurred During	-TAKEOFF			0	0	0	6	
				0	1	1	45	

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

Make/Model	- BOEING 727-235	Eng Make/Model	- P & W JT8D-7B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 136	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	ON AIRPORT	
Method	SAME AS ACC/INC		
Completeness	Destination	Airport Data	
Basic Weather	ORLANDO, FL	MIAMI INTERNATIONAL	
Wind Dir/Speed		Runway Ident	- 27
Visibility		Runway Lth/Wid	- 13002/ 150
Cloud Conditions(1st)		Runway Surface	- MACADAM
Cloud Conditions(2nd)		Runway Status	- DRY
Obstructions to Vision			
Precipitation			
Condition of Light			

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9000	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 5	Make/Model - 7000	Last 30 Days - UNK/NR
	Aircraft Type - B-727	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL A LOAD BANG WAS HEARD & THE TAKEOFF ABORTED. THE TOWER ADVISED THE FLT OF EXTENSIVE FIRE IN THE TAIL AREA. THE PLT CLEARED THE ACTIVE RWY & THE ACFT WAS EVACUATED. 1 PAX SUFFERED A FRACTURED ANKLE & ANOTHER A SPRAINED ANKLE. AN EXPLOSION HAD OCCURRED IN THE #2 ENG DUE TO A FAILED FRONT COMPRESSOR FRONT HUB. THE MAIN FUEL SUPPLY LINE TO THE #2 ENG WAS SEVERED CAUSING THE FIRE. METALLURGICAL EXAMINATION REVEALED THAT THE HUB FRACTURED RADIALLY THROUGH THE BORE & RIM IN TWO LOCATIONS RELEASING TWO SECTIONS. FATIGUE HAD ORIGINATED AT A NONCONFORMING CIRCUMFERENTIAL GROOVE AT THE REAR OF ONE TIE ROD HOLE. THE SURFACE OF THE GROOVE EXHIBITED A VERY ROUGH, SMEARED APPEARANCE & THERE WERE NUMEROUS AXIAL CRACKS.

Brief of Accident (Continued)

File No. - 2639

2/17/82

MIAMI, FL

A/C Reg. No. N4734

Time (Lcl) - 1545 EST

Occurrence #1

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. COMPRESSOR ASSEMBLY - FATIGUE
 2. COMPRESSOR ASSEMBLY - FAILURE, TOTAL
 3. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
-

Occurrence #2

FIRE/EXPLOSION

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2687 5/18/82 TITUSVILLE, FL A/C Reg. No. N90702 Time (Lcl) - 1548 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER P-60-601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1AS
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
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- 090/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3000 FT
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
VERO BEACH, FL

Airport Proximity
ON AIRPORT

Airport Data

TICO
Runway Ident - 36
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	4119
Last 24 Hrs	UNK/NR
Last 30 Days	44
Last 90 Days	210
Make/Model	UNK/NR
Instrument	UNK/NR
Multi-Eng	2519

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF WITNESSES OBSERVED THE ACFT IN A STEEP LEFT BANK DESCENDING UNTIL IT CRASHED APPROXIMATELY 1200 FT NW OF THE DEPARTURE END OF THE RWY. ACCORDING TO THE PAX THE INITIAL CLIMB DISTRACTING THE ATTENTION OF THE PLT WHO LOST CONTROL OF THE ACFT WHILE ATTEMPTING TO CLOSE THE DOOR. THE INADVERTENT OPENING OF THE TOP SECTION OF THE CABIN DOOR IN FLIGHT IS NOT CONSIDERED CRITICAL. THE BEFORE STARTING ENGINES & BEFORE TAKEOFF CHECK LISTS CALL FOR "CABIN DOOR CLOSED AND LOCKED PIN INDICATORS CHECK ON GREEN MARK." ACCORDING TO THE PAX THE PLT PERFORMED A COCKPIT CHECK WITHOUT THE AID OF A WRITTEN CHECK LIST.

Brief of Accident (Continued)

File No. - 2687

5/18/82

TITUSVILLE, FL

A/C Reg. No. N90702

Time (Lc1) - 1548 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. CHECKLIST - NOT USED - PILOT IN COMMAND
 3. DOOR, EXTERIOR CREW - UNLOCKED
 4. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 2694 8/02/82 JAY, FL A/C Reg. No. N8921L Time (Lcl) - 1520 CDT

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

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

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

Make/Model	- PIPER PA-25	Eng Make/Model	- LYCOMING O-540-B2C5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 250 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	ODUM STRIP, FL
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed-	240/007 KTS	ATC/Airspace
Visibility	- 7.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 2200 FT BROKEN	- NONE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance
Obstructions to Vision-	NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 88	Last 24 Hrs - 1
SE LAND	Months Since - 4	Make/Model-	0
	Aircraft Type - UNK/NR	Instrument-	0
			Last 30 Days- UNK/NR
			Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING A SPRAYING OPERATION. THE PLT RECEIVED HIS PRIVATE PILOT'S CERTIFICATE APPROXIMATELY FOUR MONTHS PRIOR TO THE ACCIDENT. HE HAD NO FLT TIME LOGGED IN A PA-25 & NO INFORMATION COULD BE FOUND TO INDICATE THE PLT HAD RECEIVED ANY INSTRUCTION, GROUND OR FLT, IN AGRICULTURAL OPERATIONS. THE PLT DID NOT HOLD A PART 137 CERTIFICATE. THE ACFT WAS BORROWED BY THE PLT FROM A PART 137 OPERATOR TO SPRAY HIS OWN CROPS.

Brief of Accident (Continued)

File No. - 2694

8/02/82

JAY,FL

A/C Reg. No. N8921L

Time (Lcl) - 1520 CDT

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

Finding(s)

1. JUDGEMENT - POOR - COMPANY/OPERATOR MGMT
2. IMPROPER DECISION - COMPANY/OPERATOR MGMT
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
11. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8,9,10

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. - 2642 8/16/82 GAINESVILLE, FL A/C Reg. No. YS325 Time (Lcl) - 1926 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 016/006 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 2500 FT
Cloud Conditions(2nd) - 3500 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKELAND, FL
Destination
GAINESVILLE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GAINESVILLE REGIONAL
Runway Ident - 10
Runway Lth/Wid - 6502/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

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-----

THE PILOT RAN OUT OF FUEL ON THE LAST LEG OF A FLIGHT THAT INVOLVED 4 ENROUTE STOPS. HE STATED THAT THE FUEL GAUGE SHOWED ABOUT 2 HOURS OF FUEL WHEN HE DEPARTED GAINESVILLE. THE FORCED LANDING OCCURRED ABOUT 1 MILE EAST OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 2642

8/16/82

GAINESVILLE, FL

A/C Reg. No. YS325

Time (Lc1) - 1926 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

-----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. - 2606 9/02/82 JAY, FL A/C Reg. No. N4790Q Time (Lcl) - 1738 EDT

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

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

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

Make/Model	- CESSNA 188T	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4200	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRSTRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed-	045/005 KTS	JONES FLYING STRIP	
Visibility	- 7.0 SM	Runway Ident	- 18
Cloud Conditions(1st)	- 3000 FT SCATTERED	Runway Lth/Wid	- 2000 -UNK/NR
Cloud Conditions(2nd)	- NONE	Runway Surface	- GRASS/TURF
Obstructions to Vision-	NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL	Current	- YES	Total	- 6500	Last 24 Hrs	- 12
SE LAND	Months Since	- 20	Make/Model-	500	Last 30 Days-	UNK/NR
	Aircraft Type	- UNK/NR	Instrument-	0	Last 90 Days-	180

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE AIRCRAFT LOST POWER AT ROTATION, SETTLED ONTO THE RUNWAY, OVERRAN THE END AND FLIPPED OVER. THE PILOT HAD BORROWED FUEL FOR THIS FLIGHT AND WHEN SOME WAS PUT IN A PICKUP TRUCK THE TRUCK WOULD NOT IDLE AND HAD NO POWER. AN ATTEMPT TO GET THE FUEL ANALYZED BY THE PILOT WAS UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 2606

9/02/82

JAY,FL

A/C Reg. No. N4790Q

Time (Lc1) - 1738 EDT

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

Finding(s)

1. FLUID,FUEL - IMPROPER

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2659 9/02/82 NEAR LAKE LAND, FL A/C Reg. No. N62957 Time (Lcl) - 1516 EDT

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

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

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE LAND, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4500 FT SCATTERED	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3327
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 179
	Aircraft Type - UNK/NR	Instrument- 197
		Multi-Eng - 1095
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS CONDUCTING SINGLE-ENG FLT TESTS WITH THE INBOARD GEAR DOORS REMOVED & WAS BEING PHOTOGRAPHED BY A CHASE ACFT. AT THE END OF THE TESTS THE PLT WAS UNABLE TO RESTART THE LEFT ENG & RETURNED FOR A SINGLE-ENG LANDING. THE PLT OVERSHOT THE LANDING ATTEMPT & EXECUTED A SINGLE-ENG GO-AROUND. THE PLT THEN REPORTED HE HAD A GEAR PROBLEM. AN OCCUPANT OF THE CHASE ACFT REPORTED THAT THE MAIN GEAR WERE HANGING 75 TO 80 DEG FROM THE HORIZONTAL. A COMPANY EMPLOYEE AT THE ARPT REPORTED THAT THE NOSE GEAR WAS ABOUT 10 DEG AFT OF THE NORMAL DOWN & LOCKED POSITION. THE ACFT CONTINUED ON A WSW HEADING AWAY FROM THE ARPT, PASSING OVER SEVERAL SUITABLE EMERGENCY LANDING SITES WHILE IN A SLOW DESCENT UNTIL COLLIDING WITH THE GUY/GROUNDING WIRE ATOP A POWERLINE POLE 4 MI WSW OF THE ARPT.

Brief of Accident (Continued)

File No. - 2659

9/02/82

NEAR LAKELAND, FL

A/C Reg. No. N62957

Time (Lc1) - 1516 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - UNDETERMINED

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

Finding(s)

2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. DOOR, LANDING GEAR - OTHER
6. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
7. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND
8. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - DETERIORATED
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. OBJECT - GUY WIRE

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2669 11/05/82 NEAR MIAMI, FL A/C Reg. No. N6545X Time (Lc1) - 1520 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 320/010 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 1500 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FROSTPROOF, FL

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)
ATP
SE LAND, ME LAND

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

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

Total	-	20063	Last 24 Hrs	-	0
Make/Model	-	110	Last 30 Days	-	UNK/NR
Instrument	-	2745	Last 90 Days	-	10
Multi-Eng	-	18063			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 15 MINUTES AFTER TAKEOFF THE AIRCRAFT ENGINE QUIT. ALL ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL AND THE PILOT LANDED IN THE EVERGLADES SWAMP. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FUEL MANIFOLD VALVE, PN-631427-A15 WAS STUCK IN THE CLOSED POSITION.

Brief of Accident (Continued)

File No. - 2669

11/05/82

NEAR MIAMI, FL

A/C Reg. No. N6545X

Time (Lc1) - 1520 EST

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - FAILURE, TOTAL

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

Finding(s)

2. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2684 11/14/82 PENSACOLA, FL A/C Reg. No. N2699V Time (Lcl) - 1645 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

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B60D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 300/006 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 35000 FT SCATTERED
Cloud Conditions(2nd) - 14000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SHREVEPORT

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PENSACOLA REGIONAL
Runway Ident - 25
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 295

Make/Model- 53

Instrument- 64

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, SHORTLY AFTER LIFTOFF THE ENGINE LOST POWER AND HE ABORTED THE TAKEOFF. THE AIRCRAFT OVERRAN THE END OF THE RUNWAY AND COLLIDED WITH UNEVEN TERRAIN.

Brief of Accident (Continued)

File No. - 2684

11/14/82

PENSACOLA, FL

A/C Reg. No. N2699V

Time (Lc1) - 1645 CST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2679 11/20/82 DAYTONA BEACH,FL A/C Reg. No. N7618C Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model	- NORTH AMERICAN AT-6G	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 550 HP		

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 080/008 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 30000 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DAYTONA BEACH,FL

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

SPRUCE CREEK

Runway Ident - 09

Runway Lth/Wid - 3500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2719	Last 24 Hrs	- 2
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Make/Model-	82	Last 30 Days-	UNK/NR
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Instrument-	199	Last 90 Days-	33
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Multi-Eng	- 262
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING, THE LEFT MAIN LANDING GEAR COLLAPSED. INSPECTION SHOWED THE STRUT HAD SEPARATED IN THE UPPERMOST COMPONENT CONTAINING THE DOWNLOCK EAR THAT IS THREADED INTO THE UPPER BARREL OF THE SHOCK STRUT. EXAMINATION OF THE ASSEMBLY SHOWED EVIDENCE OF A PREVIOUS CRACK AND FATIGUE. THE AIRCRAFT HAD 3912 HOURS IN SERVICE.

Brief of Accident (Continued)

File No. - 2679

11/20/82

DAYTONA BEACH, FL

A/C Reg. No. N7618C

Time (Lc1) - 1500 EST

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - SEPARATION
 2. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - FATIGUE
-

----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. - 2725 11/26/82 NEAR OCALA, FL A/C Reg. No. N2VB Time (Lcl) - 1230 EST

-----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 -LANDING					

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

Make/Model - MAULE M-5-220C	Eng Make/Model - FRANKLIN 6A-350-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VENICE, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 451
SE LAND	Months Since - 18	Last 24 Hrs - 2
	Aircraft Type - M-5	Make/Model- 367
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, THE ENGINE STOPPED AND THE COCKPIT FILLED WITH SMOKE. HE SHUT DOWN FUEL TO THE ENGINE AND STARTED TO GLIDE TOWARD AN AIRPORT, BUT IT WAS TOO FAR AWAY. HE THEN SELECTED A FIELD, BUT HAD TO STAY HIGH ON FINAL APPROACH TO AVOID A TV ANTENNA. THE FIELD SLOPED DOWNHILL AND THE PILOT WAS UNABLE TO SLOW THE PLANE ENOUGH TO STOP BEFORE THE END. THEREFORE, HE PULLED THE PLANE UP AND CAME TO REST IN A TREE TOP. THE DOORS WERE JAMMED, SO HE BROKE OUT A WINDOW WITH HIS HANDS. THE PILOT STATED THAT HE CLIMBED OUT AND DOWN A TREE, BUT THE PASSENGER (HIS WIFE) REMAINED IN THE TREE AND WAITED TO BE RESCUED. SHE WENT TO A HOSPITAL WHERE GASOLINE WAS RINSED OFF AND SHE WAS EXAMINED. A TEARDOWN OF THE ENGINE REVEALED THAT THE #3 PISTON PIN, FRANKLIN PN 20504F, HAD FAILED. THE ENGINE HAD A TOTAL OF 367 HRS FLYING TIME.

Brief of Accident (Continued)

File No. - 2725

11/26/82

NEAR OCALA, FL

A/C Reg. No. N2VB

Time (Lc1) - 1230 EST

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL
2. FUSELAGE, CREW COMPARTMENT - SMOKE

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. TERRAIN CONDITION - DOWNHILL
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

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. - 2726 11/27/82 PLYMOUTH, FL A/C Reg. No. N93286 Time (Lcl) - 1030 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	-LANDING					

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>ORLANDO NORTH</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 3000 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 42</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> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 37</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>37</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>37</td> </tr> </table>	Total	- 37	Last 24 Hrs	- 1	Make/Model-	37	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	37
Total	- 37	Last 24 Hrs	- 1											
Make/Model-	37	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	37											

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS PRACTICING TOUCH AND GO LANDINGS. ON THE SECOND LANDING THE AIRCRAFT LANDED HARD IN A NOSE FIRST ATTITUDE. THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2726

11/27/82

PLYMOUTH, FL

A/C Reg. No. N93286

Time (Lcl) - 1030 EST

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

Finding(s)
1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)
3. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2740 12/06/82 JACKSONVILLE, FL A/C Reg. No. N1666X Time (Lcl) - 1755 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	
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	
Accident Occurred During	-LANDING							

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

Make/Model	- CESSNA 210L	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	HOLLAND, MI		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	JACKSONVILLE, FL	CRAIG MUNICIPAL	
Wind Dir/Speed	- 300/005 KTS		Runway Ident	- 31
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid	- 4007/ 100
Cloud Conditions(1st)	- 2300 FT OVERCAST	Type of Flight Plan	- IFR	
Cloud Conditions(2nd)	- NONE	Type of Clearance	- TOWER	
Obstructions to Vision	- NONE	Type Apch/Lndg	- VISUAL FULL CIRCUIT	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- UNK/NR

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 570
SE LAND	Months Since - 17	Make/Model	- 64
	Aircraft Type - UNK/NR	Instrument	- 78
		Last 24 Hrs	- 7
		Last 30 Days	- UNK/NR
		Last 90 Days	- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO EXTEND THE LANDING GEAR USING BOTH NORMAL AND EMERGENCY PROCEDURES. ALL ATTEMPTS TO LOWER THE GEAR WERE UNSUCCESSFUL. THE PILOT LANDED GEAR UP ON A FOAMED RUNWAY. INVESTIGATION REVEALED THAT THE LANDING GEAR POWER PACK SOLENOID, PART NO. 1280830-1 HAD BECOME STRUCK WITH PREVENTED THE LANDING GEAR FROM EXTENDING. CESSNA AIRCRAFT ISSUED SERVICE LETTER SE-76-24, DATED 11/22/76, RECOMMENDING REPLACEMENT OF THE ABOVE POWER PACK SOLENOID WITH A NEW IMPROVED MODEL, PART NO. 9881201-1 AT THE NEXT 1000 HOUR OVERHAUL OR ANNUAL INSPECTION, WHICHEVER CAME FIRST. THE LAST ANNUAL/PROGRESSIVE INSPECTION WAS PERFORMED ON 11/15/82.

Brief of Accident (Continued)

File No. - 2740

12/06/82

JACKSONVILLE, FL

A/C Reg. No. N1666X

Time (Lc1) - 1755 EST

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

Finding(s)

1. LANDING GEAR - JAMMED
2. ELECTRICAL SYSTEM, ELECTRIC SWITCH - INOPERATIVE
3. DOOR, LANDING GEAR - OPEN
4. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2732 12/18/82 NEW PORT RICHEY, FL A/C Reg. No. N88214 Time (Lc1) - 1320 EST

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEW PORT RICHEY
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5900
SE LAND, ME LAND	Months Since - 6	Make/Model- 100
	Aircraft Type - C-421	Instrument- 705
		Multi-Eng - 2000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE INSTRUCTOR (CFI), THE TAIL WHEEL EQUIPPED AIRCRAFT VEERED LEFT AND HEADED TOWARD TREES AFTER THE TAIL ROSE, BUT WHILE THE MAIN WHEELS WERE STILL ON THE GROUND. HE ATTEMPTED TO RECOVER WITH RIGHT RUDDER AND BRAKES. FEARING A GROUND LOOP, THE CFI INITIATED AN ABORT, BUT THE LEFT WING STRUCK TREES AND SWUNG THE AIRCRAFT INTO BUSHES.

Brief of Accident (Continued)

File No. - 2732

12/18/82

NEW PORT RICHEY, FL

A/C Reg. No. N88214

Time (Lc1) - 1320 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)
5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2658 5/06/82 NEAR SAVANNAH,GA A/C Reg. No. N100TA Time (Lcl) - 1200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - GATES LEARJET 23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 8

Eng. Make/Model - GE CJ-610-4
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2850 LBS THRUST

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

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

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/007 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TETERBORO,NJ
Destination
ORLANDO,FL

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - L-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7000
Make/Model- 150
Instrument- UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS CLEARED TO DESCEND FROM FL410 TO FL390. THE FLIGHTCREW ACKNOWLEDGED THE CLEARANCE & ATC OBSERVED THE RADAR TARGET DESCEND. THE ACFT SUDDENLY PITCHED UP WHEN WITHIN 600 FT OF FL390 & CLIMBED. THE PITCHUP WAS FOLLOWED BY TWO PITCH OSCILLATIONS WHICH WERE THEN FOLLOWED BY AN UNCONTROLLED DESCENT AT PROGRESSIVELY STEEPER ANGLES UNTIL IMPACT INTO THE ATLANTIC OCEAN.

Brief of Accident (Continued)

File No. - 2658

5/06/82

NEAR SAVANNAH,GA

A/C Reg. No. N100TA

Time (Lc1) - 1200 EDT

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

Finding(s)
1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2798 10/27/82 ADEL,GA A/C Reg. No. N7231 Time (Lcl) - 1600 EDT

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

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

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

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

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRSTRIP Airport Data Runway Ident - UNK/NR Runway Lth/Wid - 2400 -UNK/NR Runway Surface - GRASS/TURF Runway Status - DRY
--	--	--

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER	Age - UNK/NR Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - NO MEDICAL Flight Time (Hours) Total - UNK/NR Make/Model- UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR Rotorcraft - UNK/NR
---	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING MAINTENANCE PERFORMED ON THE AIRCRAFT THE PILOT CONDUCTED A CHECK FLIGHT. AFTER TAKEOFF THE PILOT DISCOVERED FUEL SPLASHING ON THE WINDSHIELD AND PROCEEDED TO ABORT THE TAKEOFF. UPON LANDING THE PILOT LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT VEERED OFF THE RUNWAY, STRUCK A DIRT BANK, AND WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 2798

10/27/82

ADEL,GA

A/C Reg. No. N7231

Time (Lcl) - 1600 EDT

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

Finding(s)

1. UNDETERMINED
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

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

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

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. - 2758 10/31/82 9NM NW QUITMAN,GA A/C Reg. No. N8977V Time (Lcl) - 1645 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED
Fire
ON GROUND

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

-----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-UNK/NR
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

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

Itinerary

Last Departure Point
QUITMAN,GA
Destination
THOMASVILLE,GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 090/005 KTS
Visibility - 7.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
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)
COMMERCIAL
SE LAND,ME LAND

Age - 67

Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - B-95

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4091	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	30
Instrument-	UNK/NR	Last 90 Days-	107
Multi-Eng -	1210	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE ACFT A LITTLE ABOVE THE TREE TOPS PRIOR TO COLLIDING WITH A HIGH VOLTAGE TENSION WIRE. THE TWO PASSENGERS (AGES 10 & 11) WERE SEATED IN THE RIGHT FRONT SEAT, BOTH USING THE SAME SEAT BELT. THE SURVIVING PASSENGER STATED THEY HAD REQUESTED THE PLT TO FLY AN "UP & DOWN FLIGHT PATH" WHICH THE PLT HAD PERFORMED ON PREVIOUS OCCASIONS TO THRILL THE BOYS. HE ALSO STATED THAT THE ENG SOUNDED NORMAL DURING THE ALTITUDE CHANGES BUT MIGHT HAVE SPUTTERED THE LAST TIME THEY WERE GOING UP. THE FUEL SELECTOR WAS POSITION TO THE RIGHT TANK. THE RIGHT FUEL TANK WAS NOT RUPTURED. THE RIGHT WING SEPARATED FROM THE FUSELAGE AT THE IWNG ROOT & THERE WAS NO FIRE DAMAGE OF THE WING ROOT NOTED ALTHOUGH THE RIGHT WING ROOT WAS FOUND APPROXIMATELY 8 FT FROM THE FIRE RIDDEN CABIN AREA. THERE WAS NO EVIDENCE OF FUEL SPILLAGE IN THE IMMEDIATE AREA OF THE RIGHT WING. THE MECHANIC WHO LOADED THE RIGHT WING ON A TRUCK BED OBSERVED APPROXIMATELY 1 PINT OF FUEL SPILL OUT OF THE RIGHT WING ROOT. THE ACFT'S FLT PATH WAS FACING THE SUN.

Brief of Accident (Continued)

File No. - 2758

10/31/82

9NM NW QUITMAN,GA

A/C Reg. No. N8977V

Time (Lc1) - 1645 EST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. BUZZING - PERFORMED - PILOT IN COMMAND
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. OBJECT - WIRE,TRANSMISSION
 8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 9. LIGHT CONDITION - SUNGLARE
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 4,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2763 12/03/82 HAMPTON, GA A/C Reg. No. N7728M Time (Lcl) - 1620 EST

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

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

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

Make/Model - MOONEY M22	Eng Make/Model - LYCOMING TIO-541-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3680	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	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	LOCAL	BEAR CREEK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 24
Visibility - 11.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1403
SE LAND, ME LAND, SE SEA	Months Since - 14	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 2
		Multi-Eng - 58
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

AFTER TAKEOFF THE ACFT CLIMBED TO ABOUT 60-70 FT & THE ENG QUIT. THE ACFT CRASH LANDED OFF THE END OF RWY 24. THE OVERBOARD FLEXIBLE ATMOSPHERIC DRAIN VENT, CONNECTED TO THE FUEL PRESSURIZATION VALVE, WAS FOUND TO BE PLUGGED BY A VERY SMALL PIECE OF FOREIGN MATERIAL THAT HAD THE VENT LINE COMPLETELY BLOCKED.

Brief of Accident (Continued)

File No. - 2763

12/03/82

HAMPTON,GA

A/C Reg. No. N7728M

Time (Lc1) - 1620 EST

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

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,VENT - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2724 11/06/82 DES MOINES,IA A/C Reg. No. N6012J Time (Lcl) - 1852 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		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 -CRUISE					

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAFAYETTE,IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DES MOINES,IA	DES MOINES MUNI
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6501/ 150
Cloud Conditions(1st) - 25000 FT SCATTERED	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 - NIGHT (BRIGHT)		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 97
SE LAND	Months Since - 6	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXECUTED A FORCED LANDING AFTER THE ENGINE STOPPED. THE PILOT SUCCESSFULLY LANDED THE AIRCRAFT ON A HIGHWAY, THE LEFT WING STRUCK A POLE AND THE AIRCRAFT CAME TO REST IN A DITCH.

Brief of Accident (Continued)

File No. - 2724

11/06/82

DES MOINES, IA

A/C Reg. No. N6012J

Time (Lc1) - 1852 CST

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2795 12/19/82 BANCROFT, IA A/C Reg. No. N2838V Time (Lcl) - 1930 CST

-----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 -DESCENT					

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - NO -N/A
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 - 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	DES MOINES, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MILBANK, SD	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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 466
SE LAND	Months Since - UNK/NR	Make/Model- 325
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 85

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE GROUND IN A NEAR WINGS LEVEL, 20 DEG NOSE DOWN ATTITUDE AT A HIGH RATE OF SPEED. WITNESSES STATED THAT THE WEATHER WAS CLEAR & VISIBILITY GOOD BUT IT WAS A VERY DARK NIGHT WITH ONLY A VERY SMALL PORTION OF THE MOON SHOWING. THE ONLY OUTSIDE LIGHT IN THE AREA OF THE ACCIDENT WAS ON A NEARBY FARM. THE PLT'S NIGHT FLYING TIME WAS REPORTED AS LIMITED.

Brief of Accident (Continued)

File No. - 2795

12/19/82

BANCROFT, IA

A/C Reg. No. N2838V

Time (Lcl) - 1930 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2656 9/06/82 KELLOGG, ID A/C Reg. No. N9035H Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HILLER UH-12-SOLOY
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - ALLISON 250C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 385 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 - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 47

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - SK-58J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2640	Last 24 Hrs	- 2
Make/Model-	617	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	38
		Rotorcraft	- 2535

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT STATED HE HAD JUST RELEASED A LOAD OF LOGS & STARTED HIS TRANSITION INTO FORWARD FLT WHEN THE ENG FAILED. NO USABLE FUEL WAS ON BOARD. THE PLT STATED THE FUEL GAUGE REGISTERED 50 POUNDS OF FUEL WHEN THE ENG FAILED. A LEAK TEST OF THE FUEL SUCTION HOSE, WHICH CONNECTS THE INLET PORT OF THE FUEL BOOST PUMP TO THE FUEL PICK UP LINE IN THE FUEL TANK, DISCLOSED A LEAK.

Brief of Accident (Continued)

File No. - 2656

9/06/82

KELLOGG, ID

A/C Reg. No. N9035H

Time (Lcl) - 1400 PDT

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

Finding(s)

1. FUEL SYSTEM, LINE - LEAK
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
-

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

-----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. - 2776 9/14/82 MAHONEY CREEK, ID A/C Reg. No. N5157G Time (Lcl) - 1200 MDT

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

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

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

Make/Model - DEHAVILLAND DHC-II	Eng Make/Model - P & R-985-39A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	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	CHALLIS, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MAHONEY CREEK, ID	MAHONEY CREEK USFS
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2050/ 40
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND, ME LAND	Months Since - 3	Make/Model- 60
GLIDER	Aircraft Type - PA-34	Instrument- UNK/NR
		Multi-Eng - 3000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING OVER THE STRIP IN WHAT APPEARED TO BE A NORMAL DOWNWIND PATTERN. IT CRASHED ABOUT 300 FT BELOW WINDY RIDGE ON THE NORTHWEST FACE. THE AUTOPSY REPORT INDICATED THE PLT HAD A "PATCHY HEALED MYOCARDIAL INFARCT" PRIOR TO THE ACCIDENT. MICROSCOPIC EXAMINATION SUPPORTED OCCLUSIVE CORONARY ARTERIOSCLEROSIS, LEFT CORONARY ARTERY. THE PLT HAD BEEN UNDER A STRESS PROGRAM & TAKING MEDICATION FOR HIGH BLOOD PRESSURE.

Brief of Accident (Continued)

File No. - 2776

9/14/82

MAHONEY CREEK, ID

A/C Reg. No. N5157G

Time (Lc1) - 1200 MDT

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

Finding(s)

1. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION (OTHER CARDIOVASCULAR) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2770 10/14/82 CASCADE, ID A/C Reg. No. N6676D Time (Lcl) - 1418 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -EXTERNAL LOAD	Fire	2	Serious	Minor	None
Flight Conducted Under -14 CFR 133	NONE	0	0	0	0
Accident Occurred During -MANEUVERING		0	0	0	0

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

Make/Model - BOEING VERTOL 107	Eng Make/Model - GE CT-58-140	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 22000	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 3	Rated Power - 1500 HP	

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

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

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6800
	Months Since - 3	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - BV-1007	Make/Model- 4300
		Last 30 Days- 80
		Last 90 Days- 303
		Rotorcraft - 6770

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOG SLINGING OPERATION A LOUD BANG WAS HEARD & THE ACFT WAS OBSERVED TO RAPIDLY DESCEND VERTICALLY TO THE GROUND WITH NUMEROUS SMALL FRAGMENTS FALLING IN THE SAME VICINITY. THE #5 SYNCHRONIZATION SHAFT WAS FOUND TO BE FRACTURED AT THE FORWARD END ABOUT 9 INCHES AFT OF THE CONNECTION ASSY TO THE #4 SHAFT. THIS RESULTED IN AN OUT OF SYNCHRONIZATION CONDITION BETWEEN THE FORWARD & AFT ROTOR BLADES AS WELL AS A LOSS OF POWER TO THE FORWARD ROTOR. A FATIGUE FRACTURE ORIGINATED IN THE AFT MOST RING OF RIVET HOLES. THE FATIGUE CRACKS PROPOGATED FROM MULTIPLE ORIGINS WITHIN THOSE RIVET HOLES WHERE A "STEP" WAS FOUND AT THE BASE OF THE HOLE & CLOSEST TO THE INSIDE DIAMETER OF THE SHAFT. ALL RIVET HOLES IN THE FORWARD END OF THE SHAFT HAD TOPOGRAPHIC FEATURES SIMILAR TO THOSE PRODUCED IN A STEEL PLATE BY DELIBERATELY DRILLING HOLES WITHOUT COMPLETE PENETRATIONS.

Brief of Accident (Continued)

File No. - 2770

10/14/82

CASCADE, ID

A/C Reg. No. N6676D

Time (Lc1) - 1418 MDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - IMPROPER
 2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - PRODUCTION/DESIGN PSNL
 3. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - FATIGUE
 4. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - FAILURE,TOTAL
 5. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - DISABLED
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2734 12/11/82 NEAR GOODING, ID A/C Reg. No. N68903 Time (Lcl) - 1410 MST

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

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

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

Make/Model - TAYLORCRAFT L-2	Eng Make/Model - CONTINENTAL O-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAILEY SUN, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 392
SE LAND	Months Since - 10	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 36
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A STEEP TURN CLOSE TO THE GROUND WHILE TAKING PHOTOGRAPHS OF COYOTES. THE AIRCRAFT STALLED AND CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2734

12/11/82

NEAR GOODING, ID

A/C Reg. No. N68903

Time (Lc1) - 1410 MST

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

Finding(s)

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

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2698 6/19/82 FAIRFIELD,IL A/C Reg. No. N90977 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 -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BELLANCA 73CA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/009 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRFIELD,IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 18
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	-	377	Last 24 Hrs	-	1
Make/Model	-	8	Last 30 Days	-	UNK/NR
Instrument	-	50	Last 90 Days	-	22
Multi-Eng	-	12			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TAKEOFF HE FLEW 3 OR 4 MILES, STARTED A RIGHT TURN AND COULD NOT RECALL ANY FURTHER EVENTS CONCERNING THE FLIGHT. INVESTIGATION REVEALED THE AIRCRAFT CRASHED ON FLAT TERRAIN. EXAMINATION OF THE FLIGHT CONTROLS DID NOT REVEAL ANY PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2698

6/19/82

FAIRFIELD, IL

A/C Reg. No. N90977

Time (Lcl) - 1400 CDT

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

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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. - 2759 7/03/82 POPULAR GROVE,IL A/C Reg. No. N39714 Time (Lc1) - 2000 CDT

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

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

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

Make/Model - WACO UPF-7	Eng Make/Model - CONTINENTAL W-6706A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3050	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BELVIDERE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 774
SE LAND,SE SEA	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 39
		Instrument- 12
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED SEVERE ENGINE VIBRATION DURING CRUISE FLIGHT. THE PILOT PERFORMED AN EMERGENCY LANDING IN A FIELD. BECAUSE OF THE LENGTH OF THE FIELD THE PILOT LANDED HARD AND THE LEFT MAIN GEAR COLLAPSED. THE SEPARATED GEAR STRUCK AND FRACTURED THE LEFT WING SPAR. INVESTIGATION REVEALED THE ENGINE VIBRATION WAS INDUCED BY THE SEPARATION OF SIX INCHES OF THE BLADE TIP OF THE ALUMINUM CONSTRUCTED CURTIS-REED PROPELLER.

Brief of Accident (Continued)

File No. - 2759

7/03/82

POPULAR GROVE, IL

A/C Reg. No. N39714

Time (Lc1) - 2000 CDT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
 3. PROPELLER SYSTEM/ACCESSORIES, BLADE - OVERLOAD
-

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2621 8/21/82 PLAINFIELD TWP,IL A/C Reg. No. N68099 Time (Lcl) - 1320 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - MUSTANG II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 280/006 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 4500 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JOLIET,IL
Destination
PLAINFIELD,IL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 44
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT CAME DOWN VERTICALLY ROLLING. JUST BEFORE GROUND CONTACT OR AT ABOUT 200 FEET ROLLING SLOWED AND
AIRCRAFT CONTINUED DESCENT TO TERRAIN CONTACT. NO MALFUNCTION NOTED.

Brief of Accident (Continued)

File No. - 2621

8/21/82

PLAINFIELD TWP,IL

A/C Reg. No. N68099

Time (Lc1) - 1320 CDT

Occurrence LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2693 9/04/82 WHEELING, IL A/C Reg. No. N301DG Time (Lcl) - 1223 CDT

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

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

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

Make/Model	- CESSNA 310A	Eng Make/Model	- CONTINENTAL O-470M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 240 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	PAL-WAUKEE
Wind Dir/Speed-	ATC/Airspace	Runway Ident
230/007 KTS	Type of Flight Plan	- 16
Visibility	- NONE	Runway Lth/Wid
- 20.0 SM	Type of Clearance	- 5000/ 100
Cloud Conditions(1st)	- UNK/NR	Runway Surface
- 3000 FT SCATTERED	Type Apch/Lndg	- DRY
Cloud Conditions(2nd)	- NONE	
- NONE		
Obstructions to Vision-		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 11823
SE LAND,ME LAND	Months Since - 11	Make/Model-	662
	Aircraft Type - UNK/NR	Instrument-	1285
		Multi-Eng -	10150
		Last 24 Hrs -	1
		Last 30 Days-	UNK/NR
		Last 90 Days-	235

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT COULD NOT GET THE GEAR DOWN GREEN LIGHT TO COME ON. SEVERAL CHECKS MADE INCLUDING A FLY-BY AND A ADVISORY THAT THE GEAR APPEARED DOWN. DURING THE LANDING ROLL THE RIGHT GEAR COLLAPSED. EXAMINATION OF THE LANDING GEAR SYSTEM REVEALED A BENT RIGHTHAND INBOARD DRIVE TUBE. NO OTHER DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 2693

9/04/82

WHEELING,IL

A/C Reg. No. N301DG

Time (Lcl) - 1223 CDT

Occurrence #1 MISCELLANEOUS/OTHER

Phase of Operation DESCENT - NORMAL

Finding(s)

1. LANDING GEAR,GEAR INDICATING SYSTEM - FAILURE,PARTIAL

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR,GEAR LOCKING MECHANISM - UNDETERMINED

-----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. - 2712 9/05/82 LITCHFIELD,IL A/C Reg. No. N41EB Time (Lcl) - 1530 CDT

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

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

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

Make/Model - RUTAN VARIEZE	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LITCHFIELD MUNI
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Cloud Conditions(1st) - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE	CONTACT	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 808
SE LAND	Months Since - 12	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 29
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD RECEIVED 20 MINUTES OF INSTRUCTION IN THIS AIRCRAFT PRIOR TO HIS SOLO FLIGHT. THE PILOT MADE 8-10 PASSES AT THE RUNWAY PRIOR TO HIS LANDING ATTEMPT. ON APPROACH THE AIRCRAFT STALLED AND IMPACTED THE RUNWAY CAUSING THE MAIN GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 2712

9/05/82

LITCHFIELD,IL

A/C Reg. No. N41EB

Time (Lcl) - 1530 CDT

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2755 10/05/82 LAWSING, IL A/C Reg. No. N63627 Time (Lc1) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

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

Eng Make/Model - CONTINENTAL O-200H
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- 180/005 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STOP AND GO

Airport Proximity
ON AIRPORT

Airport Data

LAWSING MUNICIPAL
Runway Ident - 09
Runway Lth/Wid - 2400/ 50
Runway Surface - MACADAM
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 20

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	39	Last 24 Hrs	-	1
Make/Model	-	39	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	9

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING ROLL THE STUDENT PILOT INADVERTENTLY ADDED POWER, RAN OFF THE END OF THE RUNWAY AND INTO A DITCH.

Brief of Accident (Continued)

File No. - 2755

10/05/82

LAWSING,IL

A/C Reg. No. N63627

Time (Lc1) - 1830 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. RUN ON LANDING - CONTINUED - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
3. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2753 10/06/82 FAIRVIEW,IL A/C Reg. No. N2263N Time (Lcl) - 0805 CDT

-----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	0	0
Accident Occurred During -LANDING					

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

Make/Model - RAND KR2	Eng Make/Model - VOLKSWAGON 1300	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 1	Stall Warning System - NO
Max. Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 36 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CANTON,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MCCOMB,IL	Runway Ident - UNK/NR
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - ROUGH
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - CONTACT	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 416
SE LAND	Months Since - 13	Make/Model- 61
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OVERFLEW HIS DESTINATION AND ATTEMPTED TO LOCATE THE AIRPORT. THE PILOT REALIZED HIS FUEL SUPPLY WAS LOW AND DECIDED TO LAND IN AN OPEN FIELD. THE AIRCRAFT'S LEFT WING STRUCK THE GROUND DURING THE LANDING AND THE AIRCRAFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 2753

10/06/82

FAIRVIEW, IL

A/C Reg. No. N2263N

Time (Lc1) - 0805 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. 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. - 2677 10/30/82 LANSING, IL A/C Reg. No. 13625 Time (Lcl) - 1115 CDT

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

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

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

Make/Model	- FLAGG 13	Eng Make/Model	- WARNER 550	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1350	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 225/012 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">LANSING</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 80	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - NO	Total - 9325
SE LAND, ME LAND, SE SEA	Months Since - 43	Make/Model- 166
	Aircraft Type - UNK/NR	Instrument- 12
		Multi-Eng - 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED HE TOOK OFF TO THE WEST AND JUST AFTER BECOMING AIRBORNE THE ENGINE LOST POWER. THE AIRCRAFT LANDED IN A BEAN FIELD. EXAMINATION OF THE FUEL SYSTEM REVEALED THAT THE INLET FUEL LINE TO THE FUEL PUMP HAD ROTTED AND LARGE PIECES OF THE INTERIOR COATING WERE FOUND INSIDE THE LINE.

Brief of Accident (Continued)

File No. - 2677

10/30/82

LANSING,IL

A/C Reg. No. 13625

Time (Lcl) - 1115 CDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,LINE - DETERIORATED

2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

3. FUEL SYSTEM,PUMP - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2721 11/24/82 ROCKFORD, IL A/C Reg. No. N6348B Time (Lcl) - 1110 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	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	LOCAL	ROCKFORD
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 80
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1750
SE LAND	Months Since - 1	Make/Model- 1100
	Aircraft Type - C-172	Instrument- 78
		Multi-Eng - 4
		Last 24 Hrs - 6
		Last 30 Days- 150
		Last 90 Days- 236

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT WITH HIS INSTRUCTOR ON BOARD WERE PERFORMING TOUCH AND GO LANDINGS. AFTER THE THIRD TAKEOFF THE ENGINE QUIT AT APPROXIMATELY 150 FT AGL. THE PILOT MADE AN EMERGENCY LANDING BETWEEN THE TWO RUNWAYS AT ROCKFORD. EXAMINATION OF THE ENGINE REVEALED NO REASON FOR PREIMPACT MALFUNCTION OF FAILURE.

Brief of Accident (Continued)

File No. - 2721

11/24/82

ROCKFORD,IL

A/C Reg. No. N6348B

Time (Lcl) - 1110 CST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----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. - 2733 12/08/82 FRANKFORT,IL A/C Reg. No. N6195Y Time (Lcl) - 1345 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
Accident Occurred During	-LANDING	NONE	Pass	0	0	0
						1
						2

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

Make/Model	- CESSNA T210	Eng Make/Model	- CONTINENTAL TSI0-520R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- BRFG RCVD, SOURCE UNK	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- IMC	FRANKFORT	
Wind Dir/Speed	- 010/012 KTS	Runway Ident	- 27
Visibility	- 2.000 SM	Runway Lth/Wid	- 3176/ 60
Cloud Conditions(1st)	- 1200 FT OVERCAST	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE		
Precipitation	- SNOW		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 246
SE LAND	Months Since - 9	Make/Model	- 40
	Aircraft Type - C-T210	Instrument	- 54
		Multi-Eng	- 2
		Last 24 Hrs	- 4
		Last 30 Days	- 7
		Last 90 Days	- 14
		Rotorcraft	- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHDOWN THE RIGHT WING OF THE AIRCRAFT SUDDENLY LIFTED, DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT STRUCK A ROW OF TREES.

Brief of Accident (Continued)

File No. - 2733

12/08/82

FRANKFORT,IL

A/C Reg. No. N6195Y

Time (Lc1) - 1345 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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. - 2744 12/11/82 LACON,IL A/C Reg. No. N77340 Time (Lcl) - 1630 CST

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

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

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

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	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	AURORA,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LACON,IL	MARSHALL CO.
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 60
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 - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1300
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1045
		Instrument- 200
		Last 30 Days- 7
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A NORMAL LIFTOFF TO PATTERN ALTITUDE THE ENGINE BEGAN TO MISS AND BACKFIRE. THE PILOT RETURNED TO THE AIRPORT. THE PILOT PERFORMED A THOROUGH MAGNETO CHECK FINDING NO UNUSUAL INDICATIONS. THE PILOT TOOKOFF AND AT APPROXIMATELY 200 FT THE ENGINE BACK TO MISS AND LOST POWER. AN EMERGENCY LANDING WAS MADE IN A CORN FIELD, 1/4 MILE FROM THE AIRPORT. INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS OF FAILURE.

Brief of Accident (Continued)

File No. - 2744

12/11/82

LACON,IL

A/C Reg. No. N77340

Time (Lc1) - 1630 CST

Occurrence

LOSS OF POWER

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2637 10/25/82 INDIAN MOUND, IN A/C Reg. No. N739RJ Time (Lcl) - 1536 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

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

ELT Installed/Activated - YES/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- 350/008 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 10000 FT
Cloud Conditions(2nd) - 25000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLARKSVILLE, TN
Destination
MEMPHIS, TN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 665
Make/Model- 15
Instrument- 54
Multi-Eng - 7
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 10 MINUTES AFTER DEPARTURE THE PILOT OF N739RJ REPORTED "ENGINE PROBLEMS." THE PILOT STATED THAT HE TRIED VARIOUS POWER SETTINGS AND FUEL SELECTIONS WITHOUT SUCCESS. HE ADVISED FORT CAMPBELL APPROACH CONTROL THAT HE WAS LANDING INTO TREES. INVESTIGATION REVEALED THAT CONDITIONS AT THE TIME OF THE ACCIDENT WERE WITHIN A RANGE OF SERIOUS ICING AFTER 15 MINUTES CONTINUOUS ENGINE OPERATION.

Brief of Accident (Continued)

File No. - 2637

10/25/82

INDIAN MOUND, IN

A/C Reg. No. N739RJ

Time (Lc1) - 1536 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2711 10/31/82 BOONVILLE, IN A/C Reg. No. N91358 Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - TAKEOFF						1

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 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	LOCAL	BOONVILLE
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-38	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF THE PILOT REPORTED THE AIRCRAFT WOULD NOT CLIMB BUT KEPT SETTTLING BACK TO THE GROUND. THE LEFT WING HIT A FENCE POST AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2711

10/31/82

BOONVILLE, IN

A/C Reg. No. N91358

Time (Lcl) - 1745 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. LIGHT CONDITION - DUSK

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - FENCE

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2681 11/08/82 EVANSVILLE, IN A/C Reg. No. N98442 Time (Lc1) - 1610 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
2

-----Aircraft Information-----

Make/Model - CESSNA 421C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7500
No. of Seats - 7

Eng Make/Model - CONTINENTAL GTS-IO-520L
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 340 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/006 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DRESS REGIONAL
Runway Ident - 22
Runway Lth/Wid - 8000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
ME LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-421C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6500
Make/Model- 310
Instrument- 460
Multi-Eng - 3500
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING 100 HOUR INSPECTION A LEAK WAS FOUND IN THE LEFT MAIN LANDING GEAR ACTUATOR. THE SEALS WERE REPLACED AND THE AIRCRAFT WAS TEST FLOWN. THE GEAR DOWN GREEN LIGHT WOULD NOT COME ON DURING THE TEST BUT THE AIRCRAFT WAS LANDED UNEVENTFULLY AND PUT ON JACKS FOR TESTING OF THE GEAR. ALL OK AFTER ONE LIMIT SWITCH WAS REPLACED. DURING THE NEXT TEST AFTER A LANDING THE LEFT GEAR COLLAPSED. THE LEFT ACTUATOR HAD FAILED.

Brief of Accident (Continued)

File No. - 2681

11/08/82

EVANSVILLE, IN

A/C Reg. No. N98442

Time (Lc1) - 1610 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2626 11/10/82 ANTHONY,KS A/C Reg. No. N23539 Time (Lc1) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301A	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POND CREEK,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4500
SE LAND	Months Since - 7	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 50
		Multi-Eng - 300
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 350

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING FROM A SPRAYING OPERATION THE AIRCRAFT RAN OUT OF FUEL AND THE PILOT MADE AN EMERGENCY LANDING. IN A FIELD. THE PILOT STATED THAT AFTER ROLLING FOR ABOUT 300 FEET DURING THE LANDING, HE OBSERVED A TERRACE AHEAD AND APPLIED HEAVY BRAKING. THE AIRCRAFT NOSED OVER. INVESTIGATION REVEALED THE AIRCRAFT WAS OUT OF FUEL.

Brief of Accident (Continued)

File No. - 2626

11/10/82

ANTHONY,KS

A/C Reg. No. N23539

Time (Lc1) - 1030 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - OPEN FIELD

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) 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. - 2728 12/06/82 OLATHE, KS A/C Reg. No. N757WD Time (Lcl) - 1055 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<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- 160/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - TOWER</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>JOHNSON COUNTY EXECUTIVE</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4100/ 75</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) STUDENT</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 190</p> <p>Make/Model- 190</p> <p>Instrument- UNK/NR</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 7</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ON THE SECOND SHORT FIELD TAKEOFF THE STUDENT PILOT ALLOWED THE AIRCRAFT TO LIFTOFF AT TOO SLOW AN AIRSPEED. THE RIGHT WING DROPPED AND THE AIRCRAFT IMPACTED THE GROUND BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 2728

12/06/82

OLATHE,KS

A/C Reg. No. N757WD

Time (Lc1) - 1055 CST

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2730 12/31/82 OLATHE,KS A/C Reg. No. N94291 Time (Lc1) - 1052 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

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-N27

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

JOHNSON COUNTY INDUSTRIAL

Runway Ident - 22

Runway Lth/Wid - 5221/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 793

Make/Model- 390

Instrument- 78

Multi-Eng - 81

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON DOWNWIND WHEN THE ENGINE STOPPED. THE AIRCRAFT TOUCHED DOWN 1000 FT SHORT OF THE RUNWAY. INVESTIGATION REVEALED THERE WAS NO FUEL IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 2730

12/31/82

OLATHE,KS

A/C Reg. No. N94291

Time (Lcl) - 1052 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

-----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. - 2729 12/31/82 OAKLEY,KS A/C Reg. No. N2973T Time (Lc1) - 1200 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 100.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

OAKLEY MUNI
Runway Ident - 35
Runway Lth/Wid - 4000/ 60
Runway Surface - ASPHALT
Runway Status - ICE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 295	Last 24 Hrs	- 2
Make/Model-	80	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE AIRCRAFT HIT A PATCH OF ICE, SWERVED TO THE LEFT, HIT A RUNWAY LIGHT AND SLID OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2729

12/31/82

OAKLEY,KS

A/C Reg. No. N2973T

Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. 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

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. - 2760 8/02/82 2NM SW OF LYNCH,KY A/C Reg. No. N33TA Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -CLIMB					

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 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	LYNCH,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 40 FT SCATTERED	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2530
	Months Since - UNK/NR	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - BH-206	Make/Model- 150
		Last 30 Days- 20
		Last 90 Days- 150
		Rotorcraft - 2515

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A FLIGHT TO SPRAY POWERLINE RIGHT-OF-WAYS WITH DEFOLIANT. DURING CLIMB, NEAR A 3500 FOOT RIDGELINE, THE AIRCRAFT BEGAN TO SPIN TO THE RIGHT. THE PILOT TOOK CORRECTIVE ACTION BUT WAS NOT ABLE TO STOP THE SPIN. THE PILOT DID NOT HAVE SUFFICIENT ALTITUDE TO RECOVER CONTROL PRIOR TO IMPACT. INVESTIGATION REVEALED THAT THE PILOT HAD EXPERIENCED SIMILAR LOSSES OF TAIL ROTOR CONTROL PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 2760

8/02/82

2NM SW OF LYNCH,KY

A/C Reg. No. N33TA

Time (Lcl) - 1800 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LACK OF

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

3. OBJECT - ELECT TOWER

-----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. - 2638

1/16/82

HOUMA, LA

A/C Reg. No. N1081H

Time (Lcl) - 1350 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER

ON-DEMAND AIR TAXI

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation

-NON SCHED, DOMESTIC, PASSENGER

Fire

Crew

0

1

0

0

Flight Conducted Under

-14 CFR 135

NONE

Pass

1

1

0

0

Accident Occurred During

-CRUISE

-----Aircraft Information-----

Make/Model - BELL HELICOPTER 206L-1

Eng Make/Model - ALLISON 250-C28B

ELT Installed/Activated - NO -N/A

Landing Gear - AMPHIBIAN

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4050

Engine Type - TURBOSHAFT

Weather Radar - NO

No. of Seats - 7

Rated Power - 400 HP

-----Environment/Operations Information-----

Weather Data

Itinerary

Airport Proximity

Wx Briefing - COMPANY

Last Departure Point

OFF AIRPORT/STRIP

Method - IN PERSON

SAME AS ACC/INC

Completeness - UNK/NR

Destination

Airport Data

Basic Weather - IMC

LOCAL

Wind Dir/Speed- CALM

Visibility - 1.000 SM

ATC/Airspace

Runway Ident - N/A

Cloud Conditions(1st) - UNK/NR

INDEFINITE Type of Flight Plan - VFR

Runway Lth/Wid - N/A

Cloud Conditions(2nd) - NONE

Type of Clearance - NONE

Runway Surface - N/A

Obstructions to Vision- GROUND FOG

Type Apch/Lndg - NONE

Runway Status - N/A

Precipitation - NONE

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Age - 57

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

ATP, CFI

Current - YES

Total - 13982

Last 24 Hrs - 7

SE LAND, ME LAND

Months Since - 18

Make/Model- 986

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - 206

Instrument- 837

Last 90 Days- 100

Multi-Eng - 1971

Rotorcraft - 6795

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT WAS ENROUTE TO THE SHIP SHOAL AREA IN THE GULF OF MEXICO. ANOTHER PLT WHO DEPARTED EARLIER ADVISED THE PLT THAT HE & ANOTHER ACFT HAD TURNED AROUND & WAS RETURNING AFTER ENCOUNTERING A LOW CEILING & REDUCED VISIBILITY. THE SURVIVING PAX STATED THAT THE ACFT DEPARTED SOUTHWEST CLIMBING TO ABOUT 400 FT. AS THE ACFT GOT CLOSER TO THE EDGE OF THE GULF HE COULD SEE THICKER HAZE, FOGGY LAND & THE ACFT DROPPED DOWN TO ABOUT 200 FT. IT WOULD BE CLEAR THEN OBSCURED & HE COULD NOT SEE THE GROUND. 45 SEC TO 1 MIN LATER HE COULD ONLY SEE WHITE OUT OF THE COCKPIT. NEXT HE WAS TUMBLING IN THE WATER.

Brief of Accident (Continued)

File No. - 2638

1/16/82

HOUMA, LA

A/C Reg. No. N1081H

Time (Lc1) - 1350 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

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 CRUISE - NORMAL

Finding(s)

4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2692 5/22/82 REEVES, LA A/C Reg. No. N8548H Time (Lc1) - 1030 CDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		DESTROYED		Fatal		Serious	Minor	None
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	Crew	0	1	0	0	0
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass	0	0	0	0	0
Accident Occurred During	-CRUISE							

-----Aircraft Information-----

Make/Model	- GRUMMAN 164	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- NONE	- NONE
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2500	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 5	Make/Model - 2000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 200
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS RETURNING TO BASE AFTER AN AERIAL APPLICATION OF LIQUID CHEMICAL. HE STATED THAT THERE WAS AN ODOR OF CHEMICAL AND HE LOOKED DOWN TO CHECK THE HOPPER. WHEN HE LOOKED UP HE WAS DESCENDING INTO THE TREES.

Brief of Accident (Continued)

File No. - 2692

5/22/82

REEVES, LA

A/C Reg. No. N8548H

Time (Lcl) - 1030 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2701 9/19/82 BATON ROUGE, LA A/C Reg. No. N9530G Time (Lcl) - 2000 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAL IO-520F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WEST PLAINS, MO	WEST PLAINS MUNI.
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3210/ 75
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI, ATP	Current - YES	Total - 1825
SE LAND, ME LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 39
		Last 30 Days- UNK/NR
		Instrument- 186
		Last 90 Days- 4
		Multi-Eng - 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT CHANGED THE FUEL SELECTOR FROM RIGHT TO LEFT WHILE DESCENDING THROUGH 2200 FT MSL. THE ENGINE FAILED IMMEDIATELY AFTER THE FUEL SELECTOR WAS MOVED. REPEATED ATTEMPTS TO RESTART THE ENGINE BY CHANGING FUEL SELECTOR POSITION WAS UNSUCCESSFUL. THE AIRCRAFT LANDED IN THE YARD OF A RESIDENCE. EXAMINATION OF THE FUEL SELECTOR SYSTEM REVEALED THAT THE ROLL PIN, PN NAS561P3-6, HAD FALLEN OUT OF THE YOKE, PN HE 1328. THIS ALLOWED SLIPPAGE BETWEEN THE FUEL SELECTOR HANDLE AND THE FUEL SELECTOR VALVE. THE SELECTOR VALVE ROTOR WAS FOUND IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 2701

9/19/82

BATON ROUGE, LA

A/C Reg. No. N9530G

Time (Lc1) - 2000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - DISCONNECTED
2. FUEL SYSTEM, SELECTOR VALVE - FAILURE, PARTIAL
3. FLUID, FUEL - STARVATION

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 - UTILITY POLE
5. OBJECT - GUY WIRE
6. OBJECT - FENCE
7. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2743 12/12/82 RUSTON, LA A/C Reg. No. N89100 Time (Lc1) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries		
	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 -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
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/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- 340/015 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DALLAS, TX

Airport Proximity
ON AIRPORT

Airport Data

RUSTON
Runway Ident - 34
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - ASPHALT
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)
ATP,CFI
SE LAND,ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4
Last 24 Hrs - 6
Make/Model- 52
Last 30 Days- UNK/NR
Instrument- 21
Last 90 Days- 14
Multi-Eng - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF THE PILOT HEARD A LOUD BANG SOUND THEN LOST ENGINE POWER. THE PILOT MADE A 180 DEGREE DESCENDING TURN BACK TOWARD THE AIRPORT. AT THE EDGE OF THE AIRPORT THE PILOT MADE A HARD TOUCHDOWN ON ALL THREE GEAR ASSEMBLIES. INVESTIGATION REVEALED THE ENGINE LOST COMPRESSION ON ONE CYLINDER.

Brief of Accident (Continued)

File No. - 2743

12/12/82

RUSTON, LA

A/C Reg. No. N89100

Time (Lc1) - 1300 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL
-

Occurrence #2 HARD LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. STALL - UNCONTROLLED - PILOT IN COMMAND
 3. LANDING GEAR - BENT
 4. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2713 7/30/82 SOUTH YARMOUTH,MA A/C Reg. No. N783Y Time (Lcl) - 1625 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BEECH B19	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BEDFORD,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT BROKEN	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 - 26	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - 10	Make/Model- 110
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED & IMPACTED TREES AS THE PLT WAS BUZZING A RESIDENCE AT 150-200 FT ABOVE THE TREE TOPS.

Brief of Accident (Continued)

File No. - 2713

7/30/82

SOUTH YARMOUTH, MA

A/C Reg. No. N783Y

Time (Lc1) - 1625 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2675 12/02/82 MARSTONS MILLS,MA A/C Reg. No. N1433Q Time (Lcl) - 1542 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - 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/005 KTS
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
HYANNIS,MA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CAPE COD
Runway Ident - 09
Runway Lth/Wid - 2580/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE SEA,ME LAND,SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1190	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO CLIMB AT A STEEP ANGLE TO 150-200 FT & THEN ENTER A SPIN. THE OWNER/PLT HAD JUST FINISHED INSTALLING STALL FENCES AS PART OF A STOL KIT THAT HE WAS IN THE PROCESS OF COMPLETING. EXAMINATION OF THE ACFT SHOWED A PARTIAL INSTALLATION OF THE STOL KIT WHICH INCLUDES LEADING EDGE CUFFS, STALL FENCES, AILERON SEALS & WING TIPS. ACCORDING TO THE FBO THE CUFFS WERE INSTALLED ON THE DAY OF THE ACCIDENT. THE STALL WARINING TRANSMITTER & AIR VENTS HAD NOT BEEN INSTALLED. APPROXIMATELY 80 POUNDS OF TOOLS, CLOTHING, BED & CAMPING EQUIPMENT WERE FOUND IN THE BAGGAGE AREA. DURING ENG TEAR-DOWN THE DRAIN OIL WAS FOUND DIRTY & FELT GRITTY. THE OIL SCREEN & HOUSING CONTAINED METAL FLAKES, CARBON & SAND PARTICLES, & LINT. THE CAMSHAFT & CRANKSHAFT JOURNALS SHOWED EVIDENCE OF SCRATCHES & SCORE MARKS. THE #4 PISTON HAD A BROKEN OIL RING, APPROXIMATELY 1/5 OF IT WAS MISSING.

Brief of Accident (Continued)

File No. - 2675

12/02/82

MARSTONS MILLS,MA

A/C Reg. No. N1433Q

Time (Lc1) - 1542 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. FLUID,OIL - CONTAMINATION
 5. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2791 11/20/82 LAUREL, MD A/C Reg. No. N90701 Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING HO-320	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SUBURBAN AIRPORT
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2164 -UNK/NR
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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1933
SE LAND,ME LAND	Months Since - 10	Make/Model- 73
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 63
		Multi-Eng - 51
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 53
		Rotorcraft - 1800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RECEIVING FLIGHT INSTRUCTION ON AUTOROTATION THE STUDENT WAS LATE TO ADMINISTER POWER, RESULTING IN A HIGH SINK RATE. THE INSTRUCTOR FAILED TO TAKE CONTROL OF THE AIRCRAFT IN TIME TO PREVENT THE TAIL FROM STRIKING THE RUNWAY. THE FORWARD END OF THE TAIL CONE WAS CRUSHED AND THE TRANSMISSION DECK WAS BUCKLED IN SEVERAL PLACES.

Brief of Accident (Continued)

File No. - 2791

11/20/82

LAUREL,MD

A/C Reg. No. N90701

Time (Lc1) - 1200 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - POOR - DUAL STUDENT
 2. PROPER ASSISTANCE - NOT PERFORMED - PILOT IN COMMAND(CFI)
 3. FLARE - INATTENTIVE - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. ROTOR SYSTEM - SEPARATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2786 11/20/82 CLINTON, MD A/C Reg. No. N5442L Time (Lcl) - 1145 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - GRUMMAN AA5	Eng Make/Model - LYCOMING O-320-E2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<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- 050/010 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type 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;">HYDE</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 2800/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 129</p> <p style="padding-left: 20px;">Make/Model- 35</p> <p style="padding-left: 20px;">Instrument- 0</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 21</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON FINAL APPROACH BEHIND A CESSNA 150 AND THOUGHT THE CESSNA WOULD TURN OFF AT THE FIRST TAXIWAY. THE CESSNA CONTINUED TO THE SECOND TAXIWAY AND THE PILOT OF N5442L ELECTED TO GO-AROUND. THE PILOT STATED THE AIRCRAFT SEEMED TO MUSH AS IT FLEW INTO TREES. AN INSTRUCTOR PILOT ON THE GROUND STATED N5442L WAS EXTREMELY CLOSED TO THE CESSNA AIRCRAFT ON THE FINAL.

Brief of Accident (Continued)

File No. - 2786

11/20/82

CLINTON, MD

A/C Reg. No. N5442L

Time (Lc1) - 1145 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. DISTANCE - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. STALL - INADVERTENT - 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2761

9/06/82

PONTIAC, MI

A/C Reg. No. N10TN

Time (Lcl) - 1739 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - AERO COMMANDER 681
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9400
No. of Seats - 11

Eng Make/Model - AIRESEARCH TPE-331-43BL
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 575 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 1100 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DETROIT, MI
Destination
UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

OAKLAND-PONTIAC
Runway Ident - 09
Runway Lth/Wid - 6200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, SE SEA, ME LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	13510	Last 24 Hrs	-	4
Make/Model	-	2130	Last 30 Days	-	UNK/NR
Instrument	-	1840	Last 90 Days	-	UNK/NR
Multi-Eng	-	10000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT THE PILOT OBSERVED THE HYDRAULIC SYSTEM PRESSURE FLUCTUATING. THE PILOT IMMEDIATELY WENT INTO A HOLD PATTERN AND ATTEMPTED TO ASCERTAIN THE PROBLEM. AFTER REPEATED ATTEMPTS THE PILOT WAS ABLE TO LOWER THE NOSE GEAR AND THE RIGHT MAIN GEAR. DURING FINAL APPROACH FOR THE EMERGENCY LANDING THE PILOT FEATHERED THE LEFT ENGINE AND ON TOUCHDOWN THE RIGHT ENGINE WAS FEATHERED. TOUCHDOWN WAS MADE ON THE RIGHT GEAR WITH FULL RIGHT AILERON. THE PILOT LOST AILERON LIFT AND THE AIRCRAFT SETTLED ONTO THE LEFT GEAR AND THE GEAR COLLAPSED. INVESTIGATION REVEALED THAT THE LEFT, MAIN GEAR HYDRAULIC SYSTEM PLUMBING HAD A FATIGUE HAIRLINE CRACK IN THE PRESSURE LINE LEADING FROM THE PUMP TO THE CYLINDER. THE FRACTURE WAS IN THE 90 DEGREE BEND OF THE LINE.

Brief of Accident (Continued)

File No. - 2761

9/06/82

PONTIAC,MI

A/C Reg. No. N10TN

Time (Lc1) - 1739 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. HYDRAULIC SYSTEM,LINE - CRACKED
2. HYDRAULIC SYSTEM,LINE - FATIGUE
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - UNLOCKED
6. LANDING GEAR,MAIN GEAR - BUCKLED

-----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. - 2672

9/08/82

MATTAWAN,MI

A/C Reg. No. N4053P

Time (Lcl) - 1935 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - RAVEN S55
Landing Gear - N/A
Max Gross Wt - 1435
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 190/006 KTS
Visibility - 20.0 SM

Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KALAMAZOO,MI
Destination
LOCAL

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

Age - 38

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 31	Last 24 Hrs -	2
Make/Model-	31	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	11

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING IN AN OPEN FIELD THE BALLOON COLLIDED WITH WIRES AND STARTED TO BURN. THE PILOT STATED THAT HER ATTENTION WAS TEMPORARILY DISTRACTED AS THE BALLOON APPROACHED A CORRAL WITH HORSES AND SHE WAS ADJUSTING THE MANEUVERING VALVE FOR LANDING. THE STATED THAT SHE HEARD PEOPLE ON THE GROUND YELLING "WIRES," WITHIN "A SECOND LATER WE HIT THEM."

Brief of Accident (Continued)

File No. - 2672

9/08/82

MATTAWAN,MI

A/C Reg. No. N4053P

Time (Lcl) - 1935 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 EXPLOSION
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. - 2673 9/09/82 CHEBOYGAN,MI A/C Reg. No. N2AZ Time (Lc1) - 1940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E20
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/007 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 2500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOIS BLANC,MI
Destination
CHEBOYGAN,MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 245 Last 24 Hrs - 0
Make/Model- 21 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS BEING CONDUCTED OVER THE WATERS OF LAKE HURON WHEN ENGINE STOPPAGE OCCURRED. UNABLE TO GLIDE TO THE AIRPORT THE PILOT DITCHED THE AIRCRAFT ON THE SHORELINE IN THE WATER. THE POST-ACCIDENT INVESTIGATION REVEALED THAT THE FOAM RUBBER FROM THE AIR INTAKE HAD DRIED AND SHREDDED AND WAS INGESTED INTO THE CARBURETOR AIR INTAKE. AN ANNUAL INSPECTION HAD BEEN PERFORMED 60 DAYS PRIOR TO THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 2673

9/09/82

CHEBOYGAN,MI

A/C Reg. No. N2AZ

Time (Lc1) - 1940 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - BLOCKED(TOTAL)
 2. MAINTENANCE,ANNUAL INSPECTION - PERFORMED - OTHER MAINTENANCE PSNL
-

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - WATER,GLASSY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2676 10/05/82 SPARTA, MI A/C Reg. No. N2892J Time (Lcl) - 1350 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA T188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/006 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 25000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SPARTA

Runway Ident - 06

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 - 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 - 1110

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-----

WITNESSES OBSERVED A NORMAL CLIMB OUT, BUT AS THE ACFT CLEARED TREES THE PLT BEGAN JETTISONING THE LOAD. THE PLT STATED THAT ABOUT 1/2 MI FROM THE DEPARTURE END OF RWY 6 THE ACFT SEEMED TO MUSH & THEN DESCEND INTO THE TREES. THE WIND AT GRAND RAPIDS, 20 MI SOUTH, WAS 170/06. THE PLT WAS OPERATING HIS OWN ACFT TO SPRAY HIS OWN ORCHARD.

Brief of Accident (Continued)

File No. - 2676

10/05/82

SPARTA, MI

A/C Reg. No. N2892J

Time (Lcl) - 1350 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 2754 10/09/82 PORT HURON, MI A/C Reg. No. N3700R Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 1

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- VARIABLE/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRASER, MI
Destination
PORT HURON, MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

ST. CLAIR COUNTY
Runway Ident - 04
Runway Lth/Wid - 5105/ 50
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2015 Last 24 Hrs - 2
Make/Model- 348 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ON TOUCHDOWN A GUST OF WIND HIT THE AIRCRAFT, THE PILOT LOST DIRECTIONAL CONTROL, SWERVED TO THE RIGHT AND NOSED OVER.
THE PILOT REPORTED WIND GUSTS TO 30 KTS.

Brief of Accident (Continued)

File No. - 2754

10/09/82

PORT HURON, MI

A/C Reg. No. N3700R

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2746 12/15/82 MUSKEGON, MI A/C Reg. No. N45EV Time (Lcl) - 1705 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-MANEUVERING					3

-----Aircraft Information-----

Make/Model	- MITSUBISHI MU-2B-20	Eng Make/Model	- AIRESEARCH TPE-331-1-151	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8930	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 6	Rated Power	- 705 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- 030/005 KTS</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - 1500 FT OVERCAST</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MOREHEAD, KY</p> <p>Destination</p> <p>HOLLAND, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - TOWER</p> <p>Type Apch/Lndg - ILS - COMPLETE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MUSKEGON</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 5001/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>CFI, ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4462</p> <p>Make/Model- 528</p> <p>Instrument- 778</p> <p>Multi-Eng - 2084</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 12</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DESCENDED BELOW HIS ALTITUDE AND STRUCK TREES APPROXIMATELY 4.7 MILES SOUTH OF HIS DESTINATION. THE AIRCRAFT CONTINUED TO FLY AND THE PILOT ELECTED TO MAKE AN EMERGENCY LANDING. AFTER TOUCHDOWN THE AIRCRAFT SKIDDED DOWN THE RUNWAY FOR APPROXIMATELY 3000 FEET BEFORE DEPARTING THE RIGHT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2746

12/15/82

MUSKEGON,MI

A/C Reg. No. N45EV

Time (Lc1) - 1705 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - INATTENTIVE - PILOT IN COMMAND
 2. OBJECT - TREE(S)
 3. LIGHT CONDITION - DARK NIGHT
 4. WEATHER CONDITION - FOG
-

-----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. - 2649 7/03/82 NEW YORK MILLS,MN A/C Reg. No. N61330 Time (Lc1) - 1718 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
1	0	0	0	0
1	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 69	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOOK OFF FROM A 2,500 FT ALFALFA FIELD WHICH INITIALLY SLOPED DOWNWARD THEN UPWARD NEAR THE POINT OF LIFT-OFF. A WITNESS STATED THE ACFT DID NOT APPEAR TO CLIMB. THE ACFT COLLIDED WITH 40 FT HIGH POWER LINES APPROXIMATELY 1000 FT FROM THE POINT OF LIFT-OFF. USING THE TAKEOFF DISTANCE TABLE IT WOULD TAKE ABOUT 2,035 FT TO CLEAR A 50-FT OBSTACLE. THIS FIGURE IS BASED ON 30 DEG C AT 1,500 FT PRESSURE ALTITUDE PLUS 15% FOR A DRY GRAS Rwy AT MAX GROSS WEIGHT. THE ALFALFA WAS BETWEEN 12 TO 18 INCHES HIGH. THE ACFT WAS 26 POUNDS OVER MAX GROSS TAKEOFF WEIGHT.

Brief of Accident (Continued)

File No. - 2649

7/03/82

NEW YORK MILLS,MN

A/C Reg. No. N61330

Time (Lc1) - 1718 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - RISING
 2. TERRAIN CONDITION - HIGH VEGETATION
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. OBJECT - WIRE,TRANSMISSION
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2603 9/03/82 WACONIA, MN A/C Reg. No. N58077 Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-5A
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 310/012 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EDEN PRAIRIE, MN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 31
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2592	Last 24 Hrs	- 4
Make/Model	- 94	Last 30 Days	- UNK/NR
Instrument	- 134	Last 90 Days	- 131
Multi-Eng	- 284	Rotorcraft	- 137

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

JUST PRIOR TO THE FLIGHT, THE HELICOPTER HAD BEEN RELEASED BY THE MAINTENANCE SECTION AFTER TROUBLESHOOTING A SQUAWK CONCERNING A "BINDING COLLECTIVE." THE STUDENT AND INSTRUCTOR (CFI) DEPARTED ON A LOCAL FLIGHT AND FLEW ABOUT AN HOUR PRACTICING PRECISION HOVERING AND RAPID DECELERATIONS. DURING THE RAPID DECELERATIONS, THE AIRCREW FELT A BINDING CONDITION IN THE COLLECTIVE AND MADE A NOTE TO INFORM THE MAINTENANCE SECTION. AFTER THE LAST RAPID DECELERATION, A CLIMB WAS MADE TO 1500 FT MSL. WHILE ROLLING LEVEL FROM A TURN AT 45 TO 50 MPH, THE AIRCRAFT SHOOK VIOLENTLY, A LOUD "BANK" WAS HEARD AND THE HELICOPTER BEGAN A DESCENT AS IF THE COLLECTIVE HAD BEEN SLAMMED TO THE BOTTOM. WITH THE COLLECTIVE FULL UP, ENGINE AND ROTOR RPM OVER THE GREEN ARC, THE HELICOPTER DESCENDED AS IF IT WERE IN A FULL AUTOROTATION. CYCLIC AND ANTITORQUE PEDALS WERE USED TO AVOID POWER LINES, BUT THE MAIN ROTOR STRUCK A TREE AND THE HELICOPTER CRASHED AND BURNED. ONLY OVERLOAD FAILURE WAS FOUND IN THE COLLECTIVE COMPONENTS.

Brief of Accident (Continued)

File No. - 2603

9/03/82

WACONIA, MN

A/C Reg. No. N58077

Time (Lc1) - 1630 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. COLLECTIVE - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)
5. OBJECT - TREE(S)

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2601 9/04/82 HACKENSACK,MN A/C Reg. No. N2678L Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
2

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/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- 210/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type 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 - HIGH VEGETATION
SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	150	Last 24 Hrs	-	0
Make/Model	-	50	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOKOFF FROM A 2000 FOOT GRASS STRIP WITH 3 PASSENGERS AND THE AIRCRAFT NEAR GROSS WEIGHT. THE GRASS WAS 4-6 INCHES HIGH. HE MADE THE TAKEOFF AND ATTAINED A HEIGHT OF 50-60 FEET WHEN GUSTS FROM A TREE LINE RAISED THE RIGHT WING. WITH THE AIRCRAFT LOSING AIRSPEED AND ALTITUDE HE ELECTED TO LAND ON A ROAD. THE AIRCRAFT COLLIDED WITH POWER LINES AND IMPACTED IN A DITCH.

Brief of Accident (Continued)

File No. - 2601

9/04/82

HACKENSACK,MN

A/C Reg. No. N2678L

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. TERRAIN CONDITION - SOFT
 3. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
 4. WEATHER CONDITION - TURBULENCE
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2661 4/11/82 GRAIN VALLEY, MO A/C Reg. No. N61RM Time (Lc1) - 0920 CST

-----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	0

-----Aircraft Information-----

Make/Model - MARTIN-PITTS S1S	Eng Make/Model - LYCOMING AEIO-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EAST KANSAS CITY
Wind Dir/Speed- 220/012 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 45
Cloud Conditions(1st) - 25000 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 349
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- 5
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ESTIMATED THE FUEL GAUGE INDICATED ABOUT 10 GALS DURING PREFLIGHT. THE FUEL GAUGE IS A CLEAR TUBE EXTENDING FROM THE BOTTOM OF THE TANK UP THE RIGHT SIDE OF THE COCKPIT. A DIPSTICK WAS NOT AVAILABLE. THE PLT FLEW TO LIBERTY, MO MADE TWO LANDINGS & RETURNED TO EAST KANSAS CITY. WHILE TURNING ON A RIGHT DOWNWIND THE ENG QUIT. THE PLT ELECTED TO LAND IN THE TOPS OF TREES TO SOFTEN THE IMPACT. AN OPEN FIELD SUITABLE FOR LANDING WAS OVERFLOWN. OTHER PITTS PILOTS AT THE ARPT STATED THAT LANDING IN TREES WAS PREFERRED DUE TO THE HIGH SINK RATE OF THE ACFT.

Brief of Accident (Continued)

File No. - 2661

4/11/82

GRAIN VALLEY, MO

A/C Reg. No. N61RM

Time (Lc1) - 0920 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 6. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2663 6/23/82 COLUMBIA,MO A/C Reg. No. N6656V Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	2	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KANSAS CITY,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS,MO	Runway Ident - UNK/NR
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Cloud Conditions(2nd) - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 940
SE LAND	Months Since - 2	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 100
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE DID NOT REFUEL OR VISUALLY VERIFY FUEL QUANTITY PRIOR TO DEPARTING KANSAS CITY. THE FLT TO ST. LOUIS WAS ON THE LEFT TANK. AS THE ACFT APPROACHED THE COLUMBIA, MO VOR AT AN ALTITUDE OF 3000 FT MSL THE ENG FAILED. THE PILOT STATED HE ESTABLISHED A GLIDE, CHANGED THE FUEL SELECTOR TO THE RIGHT TANK, FUSELAGE TANK, LEFT TANK, THEN RIGHT TANK. DURING THIS TIME HE WAS REQUIRED TO HOLD THE ELECT FUEL PUMP TO THE ON POSITION. THIS SWITCH IS SPRING LOADED TO THE OFF POSITION. HE WAS UNABLE TO RESTART THE ENG & SELECTED A GOLF COURSE FOR LANDING. HE TURNED DURING HIS APPROACH TO AVOID GOLFERS ON THE FAIRWAY & CRASHED ON A PAVED STREET. THE LEFT & FUSELAGE TANKS WERE EMPTY. THE RIGHT TANK CONTAINED ABOUT 4-5 INCHES OF FUEL. THE LEFT FUEL TANK QUANTITY SENDING UNIT WAS FOUND ERRATIC, PRODUCING AN INFINITE THEN ZERO RESISTANCE THROUGH ITS TRAVEL FROM FULL TO EMPTY.

Brief of Accident (Continued)

File No. - 2663

6/23/82

COLUMBIA,MO

A/C Reg. No. N6656V

Time (Lcl) - 1620 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - ERRATIC
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
5. FUEL SUPPLY - INATTENTIVE - 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 - GROUND

-----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. - 2610 10/17/82 BATES CITY,MO A/C Reg. No. N41W Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
							0

-----Aircraft Information-----

Make/Model	- SMITH MINIPLANE	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 125 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	CLINTON,MO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	GRAIN VALLEY,MO		IKE CHURCH FARM	
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace		Runway Ident	- 26
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2000 -UNK/NR
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
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 - 63	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 27913
SE LAND,ME LAND	Months Since - 6	Make/Model	- 644
	Aircraft Type - UNK/NR	Instrument	- 2081
		Multi-Eng	- 22000
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE LANDED ON A SOD STRIP WHICH HAS A SLIGHT UPHILL INCLINE. HE STATED THE TOUCHDOWN WAS HARD AND THE MAIN GEAR SPLAYED OUT. THE STRUTS THEN DUG INTO THE SOD AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2610

10/17/82

BATES CITY, MO

A/C Reg. No. N41W

Time (Lc1) - 1645 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - UPHILL
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2674 11/07/82 GERALD, MO A/C Reg. No. N31048 Time (Lcl) - 1018 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - BENSEN M8M	Eng Make/Model - MCCULLOCH 4318G	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 90 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- 230/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - 5500 FT</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HAHN PRIVATE</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 2100 -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,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER ,GYROPLANE</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1550</p> <p>Make/Model- 190</p> <p>Instrument- 93</p> <p>Multi-Eng - 27</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 3</p> <p>Last 90 Days- 3</p> <p>Rotorcraft - 232</p>
---	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN AFTER TAKEOFF. THE FLEXIBLE FUEL SUPPLY LINE FROM THE FUEL TANK TO THE FUEL PUMP WAS DISCONNECTED. THE HOSE CLAMP WAS POSITIONED & TIGHTENED SO THAT THE LINE COULD NOT HAVE BEEN PROPERLY INSTALLED ON THE FUEL PUMP FITTING. THE FUEL PUMP TO CRANKCASE SUCTION LINE FITTING WAS BROKEN OFF AT THE FUEL PUMP. THE FLEXIBLE FUEL LINE FROM THE FUEL PUMP TO THE CARBURETOR HAD A HOLE IN IT JUST BEFORE THE HOSE CLAMP AT THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2674

11/07/82

GERALD,MO

A/C Reg. No. N31048

Time (Lc1) - 1018 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SYSTEM,LINE - DISCONNECTED
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. FUEL SYSTEM,LINE - FAILURE,PARTIAL
 4. FUEL SYSTEM,LINE - LEAK
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2646 11/25/82 ST. CHARLES,MO A/C Reg. No. N9582J Time (Lcl) - 1205 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

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

2

-----Aircraft Information-----

Make/Model - PIPER PA28-18
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A38
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 170/008 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 8000 FT BROKEN

Cloud Conditions(2nd) - 12000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MOLINE,IL

Destination

FENTON,MO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ST. CHARLES

Runway Ident - 09

Runway Lth/Wid - 2000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 97

Make/Model- 34

Instrument- 4

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHEN POWER WAS APPLIED AFTER A LONG 20 MILE DESCENT THE ENGINE WOULD NOT RESPOND EXCEPT FOR A "CHUGGING IDLE."
THE PILOT STATED THAT HE DID USE SOME CARBURETOR HEAT DURING THE EARLY PART OF THE DESCENT. FAA ADVISORY CIRCULAR
AC-20-113 RECOMMENDS "HEAT SHOULD BE APPLIED FOR A SHORT TIME BEFORE BEGINNING A PROLONGED DESCENT." ALSO "POWER
LEVER ADVANCEMENT SHOULD BE PERFORMED PERIODICALLY DURING DESCENT TO ASSURE THAT POWER CAN BE ACHIEVED."

Brief of Accident (Continued)

File No. - 2646

11/25/82

ST. CHARLES, MO

A/C Reg. No. N9582J

Time (Lc1) - 1205 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2645 11/26/82 NEOSHO,MO A/C Reg. No. N88LG Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL 700
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6947
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-R2AD
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 340 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 - RADIO
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 2.000 SM
Cloud Conditions(1st) - 300 FT SCATTERED
Cloud Conditions(2nd) - 700 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DALLAS, TX
Destination
NEOSHO, MO

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - VORTAC

Airport Proximity
ON AIRPORT

Airport Data

NEOSHO MEMORIAL
Runway Ident - 19
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA,ME LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9194	Last 24 Hrs	- 3
Make/Model	- 102	Last 30 Days	- 33
Instrument	- 1035	Last 90 Days	- 144
Multi-Eng	- 6876		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE MADE A VOR APPROACH TO RUNWAY 19 AND AFTER TOUCHDOWN THE AIRCRAFT BEGAN TO TURN TO THE LEFT. WHEN HE ATTEMPTED TO STOP THE TURN WITH THE RIGHT BRAKE HE FOUND THE BRAKE HAD FAILED. INVESTIGATION REVEALED THE AIRCRAFT HAD LANDED HARD, ALIGNED ABOUT 15 DEGREES FROM THE RUNWAY HEADING. EXAMINATION OF THE BRAKE SYSTEM REVEALED A LACK OF BRAKE FLUID. THERE WERE NO LEAKS IN THE BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 2645

11/26/82

NEOSHO, MO

A/C Reg. No. N88LG

Time (Lc1) - 1000 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, WHEEL - OVERLOAD
4. LANDING GEAR, TIRE - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
7. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

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. - 2781 9/11/82 ITTA BENA,MS A/C Reg. No. N3833T Time (Lcl) - 0003 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1E
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 110/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 1000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
COLUMBIA,MS
Destination
BATESVILLE,MS

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 - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 118
Make/Model- 100
Instrument- 3
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

AT 2329 WHILE ENROUTE THE PLT WAS ADVISED OF WX CONDITIONS ALONG HIS ROUTE. HE WAS ADVISED OF PREVIOUS LOW VFR CONDITIONS IN THE GREENWOOD AREA. THE FSS SPECIALIST STATED THAT THERE HAD BEEN "LOW CONDITIONS RIGHT AROUND GREENWOOD FOR ABOUT A HOUR AND A HALF OR SO." RADAR INFORMATION SHOWED AN ACFT AT 0001 APPROXIMATELY 2 MI SOUTH OF THE GREENWOOD VOR. THE RADAR DISPLAY DEPICTED THE ACFT FLYING IN A NORTHERLY DIRECTION, CROSS OVER THE GREENWOOD VOR & TURN LEFT. AFTER THE TURN OF ABOUT 270 DEG RADAR CONTACT WAS LOST ABOUT 1 MI NE OF THE VOR. THE WRECKAGE WAS FOUND IN A FIELD ABOUT 1 MI N OF THE VOR.

Brief of Accident (Continued)

File No. - 2781

9/11/82

ITTA BENA,MS

A/C Reg. No. N3833T

Time (Lcl) - 0003 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - LOW CEILING
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2771 10/18/82 KOSCIUSKO, MS A/C Reg. No. N1040G Time (Lcl) - 0300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation -OTHER	Fire	Crew	3	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - LOCKHEED 18	Eng Make/Model - WRIGHT R-1820-76	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 22500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 5	Rated Power - 1425 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 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 - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2949
SE LAND, ME LAND	Months Since - 4	Make/Model- 150
HELICOPTER	Aircraft Type - HU-500	Instrument- 180
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED WITHOUT LIGHTS MAKING REPEATED LOW ALTITUDE PASSES OVER A PIPELINE RIGHT-OF-WAY AT NIGHT. THE ACFT WAS EQUIPPED WITH AN INTERNAL AUX FUEL TANK, NON-STANDARD INTERNAL PLUMBING, A LARGE LEVER-OPERATED PETROLEUM PRODUCTS PUMP, AN INFLATABLE RAFT & OTHER SURVIVAL EQUIPMENT. THE CABIN DOOR WAS NOT FOUND AT THE CRASH SITE. THE PILOTS DEPARTED FT. LAUDERDALE, FL 10/16/82 ON A FLT TO THE BAHAMAS & WERE EXPECTED TO RETURN 10/18/82.

Brief of Accident (Continued)

File No. - 2771

10/18/82

KOSCIUSKO,MS

A/C Reg. No. N1040G

Time (Lcl) - 0300 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. OBJECT - TREE(S)
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2619 10/29/82 CORINTH, MS A/C Reg. No. N5537U Time (Lcl) - 1555 CDT

-----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	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MILLINGTON, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MCMINNVILLE, TN	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Cloud Conditions(1st) - 500 FT OVERCAST	Type of Clearance - NONE	Runway Status - UNK/NR
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 300
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 300
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING A VMC CROSS COUNTRY FLIGHT THE PILOT ENCOUNTERED LOW CEILINGS AND RAIN. THE PILOT STATED THAT THE ENGINE ALSO STARTED RUNNING ROUGH AND WAS LOSING POWER. AT THIS POINT HE EXECUTED A FORCED LANDING INTO TREES. THE INVESTIGATION DISCLOSED THAT SERIOUS CARBURETOR ICING CONDITIONS WERE PREVELANT IN THE FLIGHT AREA.

Brief of Accident (Continued)

File No. - 2619

10/29/82

CORINTH, MS

A/C Reg. No. N5537U

Time (Lc1) - 1555 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - 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)

6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2736 9/03/82 BILLINGS,MT A/C Reg. No. N49593 Time (Lcl) - 1848 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 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- 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
LARAMIE,WY
Destination
BILLINGS,MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BILLINGS LOGAN INTERNT'L
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 40
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 - 2241
Make/Model- 220
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- 0
Last 90 Days- 170

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED LARAMIE AT APPROXIMATELY 1600 WITH A FULL LOAD OF FUEL. AT 1840 THE PLT CONTACTED BILLINGS TOWER & STATED HE HAD A LOW FUEL WARNING LIGHT. SEVERAL MINUTES LATER HE RADIOED THAT HE WAS GOING DOWN. A WITNESS OBSERVED THE ACFT COMING DOWN "REAL HARD." THE ACFT CRASHED APPROXIMATELY 4.5 MI SE OF THE ARPT. THE USABLE FUEL CAPACITY IS 74.97 GALS & THE AVERAGE FUEL BURN IS BETWEEN 24-26 GPH.

Brief of Accident (Continued)

File No. - 2736

9/03/82

BILLINGS,MT

A/C Reg. No. N49593

Time (Lc1) - 1848 MDT

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 - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PROPER ALIGNMENT - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2644 10/02/82 MALTA, MT A/C Reg. No. N7928S Time (Lcl) - 1435 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor
Accident Occurred During	-MANEUVERING			0	0	1
						0
						0

-----Aircraft Information-----

Make/Model	- BELL 47G3B1	Eng Make/Model	- LYCOMING TVO-435-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 270 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	FIELD, MT
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 050/007 KTS	ATC/Airspace
Visibility	- 30.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 15000 FT BROKEN	- NONE
Cloud Conditions(2nd)	- 22000 FT BROKEN	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 12791	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 6	Make/Model - 290	Last 30 Days - 30
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 105	Last 90 Days - 145
		Multi-Eng - 780	Rotorcraft - 111

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE "WAS SPRAYING THE ALFALFA FIELD WEST TO EAST" AND THAT "THERE WERE TALL COTTONWOOD TREES ON THREE SIDES. A VERY SUDDEN WIND "CAME UP" AND "PUSHED" HIM INTO A TREE.

Brief of Accident (Continued)

File No. - 2644

10/02/82

MALTA,MT

A/C Reg. No. N7928S

Time (Lcl) - 1435 MDT

Occurrence

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

-----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. - 2686 11/20/82 NEAR KALISPELL,MT A/C Reg. No. N5011G Time (Lcl) - 2230 MST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,OTHER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Accident Occurred During	-MANEUVERING					None	1

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT	Weather Radar	- UNK/NR
No. of Seats	- 5	Rated Power	- 317 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	CLINTON,MT			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MISSOULA,MT		Runway Ident	- N/A
Wind Dir/Speed	- 270 -UNK/NR			Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	ATC/Airspace		Runway Surface	- N/A
Cloud Conditions(1st)	- 4000 FT OVERCAST	Type of Flight Plan	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- NONE		
Obstructions to Vision	- BLOWING SNOW	Type Apch/Lndg	- NONE		
Precipitation	- SNOW				
Condition of Light	- NIGHT (DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 5080	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model- 2580	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 103	Last 90 Days- 32
			Rotorcraft - 3770

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT DEPARTED HOSPITAL AT MISSOULA IN GOOD WX TO ASSIST HIGHWAY ACCIDENT VICTIM 5 MI EAST OF CLINTON. VICTIM WAS PLACED ABOARD HELICOPTER ON STRETCHER FOR EMERGENCY FLIGHT TO HOSPITAL. ABOUT 5-6 MI EAST OF MISSOULA PLT NOTICED LIGHT SNOW FALLING & OBSERVED A LARGE STORM CELL BETWEEN HIS POSITION & MISSOULA, & EXECUTED AN IMMEDIATE RIGHT TURN AWAY FROM THE STORM. DURING A SECOND TURN TO ASSESS THE WX SITUATION & AS THE ACFT'S TAIL WAS TO THE CELL, THE ACFT SETTLED WITH POWER FROM ABOUT 400 FT AGL.

Brief of Accident (Continued)

File No. - 2686

11/20/82

NEAR KALISPELL, MT

A/C Reg. No. N5011G

Time (Lc1) - 2230 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. AIRPLANE HANDLING - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Occurrence #4 ROLL OVER
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2665

7/25/82

LOUISBURG, NC

A/C Reg. No. N5188D

Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - PARACHUTE JUMPING

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

1

0

0

0

Accident Occurred During -TAKEOFF

NONE

Pass

3

1

0

0

-----Aircraft Information-----

Make/Model - CESSNA 182A

Eng Make/Model - CONTINENTAL O-470-L

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2650

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Itinerary

Airport Proximity

Wx Briefing - NO RECORD OF BRIEFING

Last Departure Point

OFF AIRPORT/STRIP

Method - N/A

LOUISBURG, NC

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

FRANKLIN COUNTY

Wind Dir/Speed- 240/003 KTS

ATC/Airspace

Runway Ident - 05

Visibility - 6.0 SM

Type of Flight Plan - NONE

Runway Lth/Wid - 2650/ 20

Cloud Conditions(1st) - 3500 FT SCATTERED

Type of Clearance - NONE

Runway Surface - DIRT

Cloud Conditions(2nd) - NONE

Type Apch/Lndg - NONE

Runway Status - DRY

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Age - 33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 129

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 13

Make/Model- 3

Last 30 Days- 7

Aircraft Type - C-152

Instrument- 3

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE TAKEOFF ROLL AS BEING UNUSUALLY LONG. THE ACFT NEVER CLIMBED MUCH ABOVE 100-200 FT AGL, & STRUCK TREES 1/2 MI OFF THE END OF THE RWY. THE FLAPS WERE OBSERVED UP DURING TAKEOFF. NORMAL TAKEOFF FLAP SETTING USED BY THE CLUB FOR CARRYING JUMPERS IS 10 DEG. THE ACFT WAS 166 POUNDS OVER MAX GROSS WEIGHT & THE CG WAS BEYOND THE AFT LIMIT. THE DENSITY ALTITUDE WAS APPROXIMATELY 2,000 FT. THE PLT HAD NEVER FLOWN A C-182 OR A CONSTANT SPEED PROPELLER EQUIPPED ACFT PRIOR TO HIS CHECKOUT WITH THE PARACHUTE CLUB THE WEEK BEFORE THE ACCIDENT. THE DAY OF THE ACCIDENT WAS THE FIRST TIME HE HAD CARRIED ANY JUMPERS. THE PLT HAD AGREED TO FLY FOR THE CLUB FOR NO COMPENSATION OTHER THAN TO BUILD FLT TIME.

Brief of Accident (Continued)

File No. - 2665

7/25/82

LOUISBURG,NC

A/C Reg. No. N5188D

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - COMPANY/OPERATOR MGMT
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2778

8/04/82

RALEIGH, NC

A/C Reg. No. N4076W

Time (Lc1) - 2349 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0	0	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0	
Accident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 260 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	RICHMOND, VA		RALEIGH DURHAM MUNICIPAL	
Wind Dir/Speed	- 140/004 KTS			Runway Ident	- 14
Visibility	- 4.000 SM	ATC/Airspace		Runway Lth/Wid	- 4498/ 100
Cloud Conditions(1st)	- PART OBSC	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 14000 FT SCATTERED	Type of Clearance	- TOWER	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- NIGHT (DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1928	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 510	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 357	Last 90 Days - 216
		Multi-Eng - 42	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ACFT CAUGHT FIRE. THE PLT ATTEMPTED TO TURN BACK TO THE ARPT BUT THE ENG LOST POWER & THE ACFT COULD NOT MAINTAIN ALTITUDE. THE ACFT CRASHED INTO A HEAVILY WOODED STATE PARK. THE #5 CYLINDER EXHAUST PIPE WAS FOUND SEPARATED & WAS NOT BURNED OR SOOTED. EXTENSIVE MELTING WAS EVIDENT AROUND THE INTAKE & EXHAUST PORTS ON THE #5 CYLINDER. THE HEAD OF THE #5 CYLINDER WAS COMPLETELY BURNED THROUGH. THE ACFT HAD COMPLETED AN ANNUAL INSPECTION 30 HRS PRIOR TO THE ACCIDENT & RECORDS REVEALED THAT THE EXHAUST SYSTEM GASKETS HAD BEEN REPLACED. METALLURGICAL EXAMINATION WITH A SCANNING ELECTRONIC MICROSCOPE SHOWED NO EVIDENCE OF NUT-TIGHTENING MARKS ON THE FAILED EXHAUST PIPE FLANGE WHILE DISTINCT NUT-TIGHTENING MARKS WERE OBSERVED ON TWO EXHAUST PIPES THAT REMAINED ATTACHED.

Brief of Accident (Continued)

File No. - 2778

8/04/82

RALEIGH, NC

A/C Reg. No. N4076W

Time (Lcl) - 2349 EDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, STACK - LOOSE
 2. EXHAUST SYSTEM, STACK - UNDERTORQUED
 3. EXHAUST SYSTEM, STACK - FATIGUE
 4. EXHAUST SYSTEM, STACK - SEPARATION
 5. ENGINE ASSEMBLY - FIRE
 6. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2727 12/05/82 ATKINSON, NC A/C Reg. No. N57423 Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320-E1A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - IN PERSON	WILMINGTON, NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEWTON FIELD
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1400/ 50
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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 - 470
SE LAND	Months Since - UNK/NR	Make/Model- 453
	Aircraft Type - UNK/NR	Instrument- 8
GLIDER		Multi-Eng - 13
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO LAND ON A PRIVATE STRIP DUE TO STRONG GUSTY WINDS AND THUNDERSTORMS. THE PILOT LANDED WITHOUT INCIDENT AND BEGAN TO BACK TAXI ON THE RUNWAY WHEN THE LEFT MAIN LANDING GEAR WENT INTO A MUD HOLE OFF THE SIDE OF THE RUNWAY. THE AIRCRAFT PITCHED UP ON ITS NOSE MOMENTARILY, AND A STRONG GUST OF WIND CAUGHT THE AIRCRAFT AND PUSHED IT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2727

12/05/82

ATKINSON, NC

A/C Reg. No. N57423

Time (Lc1) - 1430 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - THUNDERSTORM

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2660 2/22/82 SELFRIDGE,ND A/C Reg. No. N8869R Time (Lcl) - 0931 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - BELLANCA 14-19-3A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-F
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Itinerary

Last Departure Point
BISMARCK,ND
Destination
RAPID CITY,SD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 030/012 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 800 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - SPECIAL VFR
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 - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 1145	Last 24 Hrs	- UNK/NR
Make/Model-	151	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-----

ON THE PREVIOUS DAY THE PLT RECEIVED A WX BRIEFING FOR THE FLT. HE WAS ADVISED THE WX WOULD BE MARGINAL VFR IN THE BISMARCK AREA IN THE MORNING DUE TO LOW CEILINGS & SNOW. THERE IS NO RECORD THAT THE PLT RECEIVED AN UPDATED WX BRIEFING PRIOR TO DEPARTURE. THE PLT DEPARTED BISMARCK AT APPROXIMATELY 0902 WITH A SPECIAL VFR CLEARANCE. THE WRECKAGE WAS LOCATED 55 MI SSW OF BISMARCK. THE ABOVE WX WAS THE BISMARCK 0951 OBSERVATION. THE DESTINATION WX AT 1008 WAS THIN OBSCURATION, 200 FT BROKEN WITH VISIBILITY 1/4 MI IN FOG.

Brief of Accident (Continued)

File No. - 2660

2/22/82

SELFRIDGE,ND

A/C Reg. No. N8869R

Time (Lc1) - 0931 CST

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. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - 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 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) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2768

7/26/82

PAWNEE CITY, NE

A/C Reg. No. N31094

Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	2	0
Pass		0	0	0	0

Type of Operation -INSTRUCTIONAL - CHECK

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3112

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

CFI

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1325	Last 24 Hrs -	4
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Make/Model-	11	Last 30 Days-	UNK/NR
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Instrument-	204	Last 90 Days-	94
-------------	-----	---------------	----

Multi-Eng -	13	Rotorcraft -	UNK/NR
-------------	----	--------------	--------

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE AIRCRAFT WAS FLYING WITH THE CFI FOR A BIENNIAL FLIGHT REVIEW. SHORTLY AFTER TAKEOFF, AT APPROXIMATELY 700 FEET, THE ENGINE QUIT. THE OWNER SELECTED WHAT HE THOUGHT WAS THE BEST FIELD AND BEGAN THE FORCED LANDING. THE CFI TOOK OVER THE CONTROLS TO TRY AND REACH WHAT HE THOUGHT WAS A BETTER FIELD. THE RIGHT WING STRUCK THE GROUND, THEN THE LEFT WING AND THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2768

7/26/82

PAWNEE CITY, NE

A/C Reg. No. N31094

Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - CONFLICTING - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2797 11/06/82 1NM N. OR MCGREW,NE A/C Reg. No. N65539 Time (Lcl) - 1615 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 35.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RAPID CITY,SD
Destination
BAYARD,NE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 218
Make/Model- 171
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

UPON DISCOVERING HIS INTENDED POINT OF LANDING WAS CLOSED, THE PILOT CHOSE TO LAND THE AIRCRAFT ON A NEARBY ROAD. DURING HIS FINAL APPROACH THE PILOT SAW A POWER LINE AND DOVE UNDER IT LANDING SHORT. THE AIRCRAFT COLLIDED WITH ROAD SIGNS DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 2797

11/06/82

1NM N. OR MCGREW,NE

A/C Reg. No. N65539

Time (Lc1) - 1615 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. IMPROPER USE OF FACILITY, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. OBJECT - SNOW COVERED
 5. PROCEDURES/DIRECTIVES - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2630 4/29/82 TOMS RIVER,NJ A/C Reg. No. N9740Y Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210B	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ATLANTIC CITY,NJ	
Method - N/A	Destination NORTHAMPTON,MA	Airport Data R.J. MILLER
Completeness - N/A	ATC/Airspace	Runway Ident - 24
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 4872/ 100
Wind Dir/Speed- UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Cloud Conditions(1st) - NONE		
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1306
SE LAND	Months Since - UNK/NR	Make/Model- 105
	Aircraft Type - UNK/NR	Instrument- 312
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 37
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE ACFT WAS LABORING AFTER TAKEOFF FROM ATLANTIC CITY. HE DECIDED TO CIRCLE THE FIELD (BADGER) PRIOR TO CONTINUING ON TO NORTHAMPTON, MA. UPON REACHING 3,000 FT HE STATED THE ACFT AGAIN STARTED LOSING AIRSPEED ALTHOUGH THE POWER INDICATED "24 SQUARE." A PRECAUTIONARY LANDING WAS MADE AT TOMS RIVER & THE ACFT RE-PREFLIGHTED. FINDING NOTHEING OBVIOUS HE DEPLANED HIS PASSENGERS & TOOK OFF BY HIMSELF TO CHECK ACFT PERFORMANCE. IN TURNING BASE LEG THE PROBLEM REOCCURRED. HE STATED HE LOWERED FLAP & GEAR SWITCHES. THE ACFT CAME TO A STOP WITH THE GEAR UP. THE GEAR HANDLE WAS FOUND IN THE NEUTRAL POSITION. DURING GEAR TESTS IT WAS NOTED THAT THE WARNING HORM DID NOT OPERATE WITH THE THROTTLE CLOSED. NO ENG MALFUNCTION WAS FOUND ALTHOUGH THE ACFT WAS OUT OF ANNUAL.

Brief of Accident (Continued)

File No. - 2630

4/29/82

TOMS RIVER,NJ

A/C Reg. No. N9740Y

Time (Lc1) - 1000 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. MAINTENANCE,ANNUAL INSPECTION - NOT ATTAINED - PILOT IN COMMAND
3. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
4. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
5. 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) 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. - 2631 5/16/82 WINSLOW,NJ A/C Reg. No. N3520Q Time (Lcl) - 1320 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL		Fatal	Injuries	
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	0	Serious	Minor
Flight Conducted Under	-14 CFR 137	NONE	0	0	0
Accident Occurred During	-LANDING	Crew	0	0	0
		Pass	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 188A	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3300	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 280 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	RED LION,NJ
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- CALM	Airport Data
Visibility	- 10.0 SM	Runway Ident
Cloud Conditions(1st)	- NONE	- N/A
Cloud Conditions(2nd)	- NONE	Runway Lth/Wid
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Surface
Condition of Light	- DAYLIGHT	- N/A
	ATC/Airspace	Runway Status
	Type of Flight Plan	- N/A
	- NONE	
	Type of Clearance	
	- NONE	
	Type Apch/Lndg	
	- NONE	

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total
SE LAND,ME LAND	Months Since	- UNK/NR	- 4620
	Aircraft Type	- UNK/NR	Make/Model
			- 508
			Instrument
			- 73
			Multi-Eng
			- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OUT OF FUEL WHILE RETURNING TO THE ARPT. THE ACFT LANDED INTO A PLOWED FIELD & THEN ON INTO AN ORCHARD.

Brief of Accident (Continued)

File No. - 2631

5/16/82

WINSLOW,NJ

A/C Reg. No. N3520Q

Time (Lcl) - 1320 EST

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 TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2633 5/16/82 BARGAINTOWN,NJ A/C Reg. No. N28432 Time (Lcl) - 0635 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1444
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 95 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NORDHEIM FLYING K
Runway Ident - 30
Runway Lth/Wid - 1800/ 400
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 607	Last 24 Hrs	- UNK/NR
Make/Model-	217	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 50 FT AGL AFTER TAKEOFF THE ENG LOST POWER & THE ACFT SETTLED INTO TREES. THE PLT STATED THE ENG QUIT DUE TO CARBURETOR ICE. THE ENG WAS TESTED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2633

5/16/82

BARGAIN TOWN, NJ

A/C Reg. No. N28432

Time (Lcl) - 0635 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2772 6/25/82 MILLVILLE,NJ A/C Reg. No. N7395L Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
	0	0	1	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A-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 - 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- 240/011 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 4500 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - UNK/NR

Itinerary

Last Departure Point
LINCOLN PARK,NJ
Destination
MILLVILLE,NJ

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MILLVILLE

Runway Ident - 19
Runway Lth/Wid - 5096/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR		

Instrument Rating(s) - NONE

-----Narrative-----

ON A CROSS-COUNTRY INSTRUCTIONAL FLIGHT THE STUDENT PILOT MADE A HARD LANDING AND THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2772

6/25/82

MILLVILLE,NJ

A/C Reg. No. N7395L

Time (Lc1) - UNK/NR

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - DUAL STUDENT
 2. FLARE - MISJUDGED - DUAL STUDENT
 3. PLANNED APPROACH - INATTENTIVE - PILOT IN COMMAND(CFI)
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2635 8/13/82 LAKEWOOD,NJ A/C Reg. No. N380MA Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation -PARACHUTE JUMPING	ON GROUND	0	1	1	0	
Flight Conducted Under -14 CFR 91		Pass	0	0	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH E18S	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 9700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 10	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKEWOOD
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3535/ 50
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 25000
SE SEA,ME LAND,SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2000
		Last 30 Days- UNK/NR
		Instrument- 2600
		Last 90 Days- UNK/NR
		Multi-Eng - 16000
		Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO FLT THE SPARK PLUGS ON BOTH ENGS WERE REPLACED DUE TO MINOR ENG VIBRATION & THE LANDING GEAR RETRACT SYSTEM WIRING REPAIRED DUE TO THE GEAR NOT RETRACTING ELECTRICALLY ON A PRIOR OCCASION. AFTER TAKEOFF THE GEAR WOULD NOT RETRACT ELECTRICALLY & THE PASSENGER HAD TO CRANK UP THE GEAR MANUALLY. AFTER THE PARACHUTE JUMP THE PLT SHUT DOWN THE LEFT ENG TO ISOLATE THE VIBRATION. HE THEN STARTED THE LEFT ENG & FEATHERED THE RIGHT ENG. UNABLE TO UNFEATHER THE RIGHT ENG HE ELECTED TO LAND WITH FULL FLAPS & GEAR DOWN AFTER A STRAIGHT-IN APPROACH. AS HE APPROACHED THE THRESHOLD A C-150 TAXIED ONTO THE RWY. THE PLT EXECUTED A GO-AROUND WHILE TRYING TO RETRACT THE FLAPS & GEAR ELECTRICALLY WITHOUT RESULTS. THE PAX WAS ATTEMPTING TO RETRACT THE GEAR MANUALLY WHEN THE ACFT STRUCK A TREE. THE PLT STATED HE DID NOT MAKE HIS LANDING INTENTIONS KNOWN ON UNICOM DURING THE APPROACH. NO PRE-IMPACT DISCREPANCIES WERE FOUND TO PRECLUDE NORMAL PROP OPERATION. NORMAL ELECT POWER IS HALVED WITH ONE GENERATION INOPERATIVE.

Brief of Accident (Continued)

File No. - 2635

8/13/82

LAKEWOOD,NJ

A/C Reg. No. N380MA

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - VIBRATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
5. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
6. OBJECT - AIRCRAFT MOVING ON GROUND
7. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
8. GO-AROUND - INITIATED - PILOT IN COMMAND
9. ELECTRICAL SYSTEM - OUTPUT LOW
10. GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
11. RAISING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND
12. AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - DETERIORATED
13. AIRSPEED(VMC) - NOT ATTAINED - PILOT IN COMMAND
14. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8,9,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2655

8/15/82

COLTSNECK, NJ

A/C Reg. No. N87108

Time (Lc1) - 1449 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -TOWING BANNERS

Fire

Crew

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - BELLANCA 7GCAA

Eng Make/Model - AVCO LYCOMING O-320-A2D

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1650

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 3

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 - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COLTS NECK

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 20

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 617 Last 24 Hrs - 8

Make/Model- 75 Last 30 Days- UNK/NR

Instrument- 100 Last 90 Days- 93

Multi-Eng - 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MISSED A BANNER PICK-UP, PULLED UP ABRUPTLY AND LEVELED OFF AT ABOUT 350 FEET. THE AIRCRAFT ENGINE LOST POWER AND THE PILOT LOWERED THE NOSE WHILE IN A RIGHT TURN IN AN ATTEMPT TO RETURN TO THE AIRPORT. HE STATED THAT ENGINE POWER WAS RESTORED WHILE IN THE NOSE DOWN ATTITUDE BUT RECOVERY COULD NOT BE ACCOMPLISHED PRIOR TO IMPACT. EXAMINATION OF THE ENGINE FAILED TO REVEAL ANY EVIDENCE OF PRE-ACCIDENT MALFUNCTION WHICH WOULD HAVE CAUSED THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2655

8/15/82

COLTSNECK, NJ

A/C Reg. No. N87108

Time (Lc1) - 1449 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

3. MISCELLANEOUS - UNDETERMINED
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2749 3/26/82 MAGDALENA,NM A/C Reg. No. N36969 Time (Lcl) - 1618 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	5	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-CB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 200/021 KTS
Visibility - 15.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL PASO, TX
Destination
SALT LAKE CITY, 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 - IFR
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - B-58

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 853 Last 24 Hrs - 0
Make/Model- 88 Last 30 Days- 0
Instrument- 94 Last 90 Days- 39
Multi-Eng - 96 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ADVISED OF THE ICING CONDITIONS TO BE EXPECTED THREE DIFFERENT TIMES DURING HIS WX BRIEFING. AT 1524 WHILE ENROUTE AT 14,000 FT, THE PLT WAS ADVISED OF A PIREP OF LIGHT TO MODERATE ICING BETWEEN 14,000 & 22,000 FT. THE PLT REPLIED THAT WAS ABOUT WHAT HE HAD BEEN GETTING. FROM 1548 TO 1559 THERE WERE SEVERAL TRANSMISSIONS BETWEEN VARIOUS PLTS AND ARTCC RELATIVE TO INFLIGHT ICING CONDITIONS IN THE AREA. AT 1611 THE PLT REQUESTED A CLIMB. AT 1614 THE PLT REPORTED HE WAS UNABLE TO MAINTAIN ALTITUDE. THE WRECKAGE WAS SPOTTED THE FOLLOWING DAY AT THE 9,300 FT LEVEL OF A 9,600 FT PEAK IN THE SAN MATEO MOUNTAINS. THE ACFT WAS NOT CERTIFICATED FOR FLT INTO KNOWN ICING CONDITIONS NOR WAS IT EQUIPPED FOR SUCH FLYING. THE ACFT'S WEIGHT WAS COMPUTED TO BE AN ESTIMATED 392 LBS OVER MAX GROSS WEIGHT AT TAKEOFF.

Brief of Accident (Continued)

File No. - 2749

3/26/82

MAGDALENA,NM

A/C Reg. No. N36969

Time (Lc1) - 1618 MST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2641

3/30/82

DULCE, NM

A/C Reg. No. N5237C

Time (Lcl) - 1300 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

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-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 027/018 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 6500 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

KANSAS CITY, MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DULCE

Runway Ident - 33

Runway Lth/Wid - 5000/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - CONTACT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

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 - 750

Make/Model- UNK/NR

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 30 MIN AFTER DEPARTURE THE ACFT RETURNED TO THE ARPT TRAILING SMOKE & OCCASSIONAL FLAME FROM AN AREA NEAR THE COWL FLAPS & NOSE GEAR DOORS. THE PLT DID NOT MAKE A STRAIGHT IN APPROACH BUT APPEARED TO BE IN A NORMAL TRAFFIC PATTERN. THE ACFT STALLED WHERE A LEFT BASE LEG TURN WOULD HAVE BEEN MADE. THERE WAS EVIDENCE OF HEAT & SMOKE IN THE COCKPIT. INSIDE PORTIONS OF THE BROKEN WINDSHIELD WERE SOOTED. THE UNDERSIDE OF THE EMPENNAGE WAS COVERED WITH FRESH OIL OVER ITS ENTIRE LENGTH. OIL STAINS & FRESH OIL LEAKAGE SIGNATURES WERE PRESENT ON THE OIL DRAIN HOUSING ATTACHED TO THE ACCESSORY CASE. THE REAR CLAMP WAS LOOSE ON THE P/N 24827 HOSE WHICH COUPLES THIS HOUSING TO THE INTAKE & OIL DRAIN MANIFOLD. THE ACFT WAS EXTENSIVELY MODIFIED BY THE OWNER BETWEEN 10/79 & THE DATE OF THE ACCIDENT. NO FAA FORM 337 (MAJOR REPAIR & ALTERATION) HAD BEEN FILED SINCE 5/14/75 EVEN THOUGH A LARGE ENGINE & NUMEROUS MODIFICATIONS TO THE ACFT HAD BEEN ACCOMPLISHED BY THE OWNER.

Brief of Accident (Continued)

File No. - 2641

3/30/82

DULCE,NM

A/C Reg. No. N5237C

Time (Lc1) - 1300 MST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - LOOSE
2. LUBRICATING SYSTEM,OIL HOSE - LEAK
3. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
4. ENGINE ASSEMBLY - FIRE
5. FUSELAGE,CREW COMPARTMENT - FIRE

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

6. FUSELAGE,CREW COMPARTMENT - SMOKE
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,7

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2780 8/27/82 CLOVIS, NM A/C Reg. No. N4827A Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
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 - 210/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LITTLE FIELD, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CLOVIS MUNI
Runway Ident - 21
Runway Lth/Wid - 4600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 385	Last 24 Hrs	- UNK/NR
Make/Model	- 135	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 20
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT IMMEDIATELY AFTER TAKEOFF & THE ACFT FLIPPED OVER DURING A FORCED LANDING IN A PLOWED FIELD. A 4 INCH PIECE OF GASKET THAT WAS INSTALLED BETWEEN THE CARBURETOR AIR FILTER & CARBURETOR AIR BOX HAD COME LOOSE & WAS FOUND LODGED IN THE CARBURETOR VENTURI.

Brief of Accident (Continued)

File No. - 2780

8/27/82

CLOVIS, NM

A/C Reg. No. N4827A

Time (Lc1) - 0930 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2666 7/21/82 TONOPAH,NV A/C Reg. No. N8408X Time (Lcl) - 2219 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-32-301	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAN JOSE,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SALT LAKE CITY,UT	Runway Ident - N/A
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 70.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 12000 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 - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 145
SE LAND	Months Since - 13	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 9
		Instrument- 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE EAST SLOPE OF A RIDGE AT 6500 FT MSL.

Brief of Accident (Continued)

File No. - 2666

7/21/82

TONOPAH, NV

A/C Reg. No. N8408X

Time (Lc1) - 2219 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. 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) 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. - 2678 7/29/82 11MI.SW OF SILVER PK,NV A/C Reg. No. N13310 Time (Lc1) - 0300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-CRUISE		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 177	Eng Make/Model	- LYCOMING O-360-A1F6D	ELT Installed/Activated	- YES/YES
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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/010 KTS</p> <p>Visibility - 70.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point LAS VEGAS,NV</p> <p>Destination RENO,NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR FLT FOLLOWING</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 396
SE LAND	Months Since - 27	Make/Model- 396
	Aircraft Type - C-177	Instrument- 6
		Last 24 Hrs - 0
		Last 30 Days- 14
		Last 90 Days- 62

Instrument Rating(s) - NONE

-----Narrative-----

AT 0237 THE PLT CONTACTED ARTCC & VERIFIED THAT HE WAS VFR AT 9,500 FT MSL ENROUTE TO RENO. AT 0238 HE LOCATED HIS POSITION AS 10 MI SOUTH OF LIDAT INTERSECTION & WAS ADVISED THAT OAKLAND ENROUTE RADAR WAS OUT OF SERVICE. LIDAT IS ON V105 BETWEEN THE BEATTY & COALDALE VOR'S. THE ACFT IMPACTED A MOUNTAIN AT 8,850 MSL. THE WRECKAGE WAS FOUND APPROXIMATELY 10 MI LEFT OF V105 FOR WHICH THE MINIMUM OBSTRUCTION CLEARANCE ALTITUDE (MOCA) WAS 10,000 FT. THE LEFT SIDE OF THE MAGNETO WAS INOPERABLE. THERE WAS EVIDENCE OF CROSS FIRING IN BOTH THE LEFT & RIGHT BLOCKS. HEAVY CORROSION WAS FOUND IN THE MAGNETO.

Brief of Accident (Continued)

File No. - 2678

7/29/82

11MI.SW OF SILVER PK,NV

A/C Reg. No. N13310

Time (Lc1) - 0300 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - HIGH TERRAIN
4. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. IGNITION SYSTEM,MAGNETO - CORRODED
7. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2612 1/05/82 ITHACA,NY A/C Reg. No. N546BA Time (Lcl) - 0749 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
COMMUTER	DESTROYED	Fatal	Injuries		
Type of Operation	Fire	2	Serious	Minor	None
Flight Conducted Under	ON GROUND	0	0	0	0
Accident Occurred During		0	0	0	0
-SCHEDULED,DOMESTIC,CARGO					
-14 CFR 135					
-DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING TIO-540-A2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	UTICA,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WASHINGTON,DC	TOMPKINS COUNTY
Wind Dir/Speed- 310/020 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 150
Cloud Conditions(1st) - 2500 FT OVERCAST	Type of Clearance - IFR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
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)
ATP	Current - YES	Total - 3300
SE LAND,ME LAND	Months Since - 4	Make/Model- 728
	Aircraft Type - SA-226	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 265
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A SCHEDULED COMMUTER FLT FROM UTICA, NY TO WASHINGTON, DC WITH A STOP AT ITHACA, NY. THE EN ROUTE PORTION OF THE FLT FROM UTICA TO ITHACA WAS NORMAL. AT 0735 EST, THE ACFT WAS AT 6000 FT MSL WHEN APCH CONTROL INFORMED THE AIRCREW TO EXPECT AN ILS APCH TO RWY 32 AT ITHACA. AT 0739, AN EMERG WAS DECLARED CONCERNING A SPLIT FLAP COND WITH 1 FLAP DWN. DRG THE NEXT 5 MIN, THE CREW RETAINED CONTROL OF THE ACFT WHILE DSCNDG FROM APRX 2500 TO 1900 FT. AT 0744:40, THE CREW RPRTD ON THE LOCALIZER COURSE AT 9 MI FROM THE ARPT, THEN RPRTD MAINTAINING CONTROL WITH FULL RGT AILERON. SHORTLY AFTER RPRTG THE GND IN SIGHT, THE PLANE CRASHED & BURNED IN A WOODED AREA, 6.7 MI FROM THE ARPT. IT DESCENDED THRU THE TREES IN AN 80 TO 90 DEG L BANK, APRX 24 DEG NOSE DWN. FND R FLAP 34 DEG DWN & L FLAP UP. THE INBOARD FEMALE SPLINE COMPONENT OF THE L FLAP FLEX CABLE WAS WORN & THE MALE FITTING WOULD ROTATE WITHIN. CAR 3.339 REQD A MECHANICAL FLAP INTERCONNECT WHEN ACFT CAN NOT BE CONTROLLED W SPLIT FLAPS. MOD LOW ALT TURBC & LOW LVL WND SHEAR ENCTRD

Brief of Accident (Continued)

File No. - 2612

1/05/82

ITHACA, NY

A/C Reg. No. N546BA

Time (Lc1) - 0749 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. FLT CONTROL SYST, WING FLAP CONTROL - WORN

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

2. FLT CONTROL SYST, WING FLAP CONTROL - INADEQUATE
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), ACFT HANDLING/PERF CAPABILITIES - MANUFACTURER
4. FLIGHT CONTROL, FLAP - ASYMMETRICAL
5. AIRPLANE HANDLING - NOT POSSIBLE - PILOT IN COMMAND
6. WEATHER CONDITION - TURBULENCE
7. WEATHER CONDITION - WINDSHEAR

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) 1,2,3,4,5

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. - 2735 5/16/82 HANCOCK,NY A/C Reg. No. N91662 Time (Lcl) - 1650 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	1	0	0
Pass	0	1	2	0

-----Aircraft Information-----

Make/Model - NAVION A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3233
No. of Seats - 5

Eng Make/Model - CONTINENTAL E-185
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 130/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DANBURY,CT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HANCOCK

Runway Ident - 18

Runway Lth/Wid - 3400/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 18350

Make/Model- 340

Instrument- 2200

Multi-Eng - 16000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, HE CLIMBED TO ABOUT 20 TO 30 FT AND RAISED THE GEAR. AT ABOUT THAT TIME, THE AIRCRAFT BEGAN TO SINK. HE STATED THAT HE PULLED THE POWER OFF JUST BEFORE THE AIRCRAFT HIT THE GROUND A FEW MILES FROM THE AIRPORT. AN INVESTIGATION REVEALED THAT THE FLAPS WERE NOT DAMAGED, AS IF THEY WERE NOT EXTENDED DURING IMPACT. HOWEVER, THE FLAP CONTROL WAS FOUND IN THE DOWN POSITION. THE FLAPS WERE FOUND ABOUT 20 DEG DOWN AND THE FLAP INDICATOR WAS INDICATING ABOUT 1/3 DOWN. THE INVESTIGATOR CAPPED OFF A BROKEN LANDING GEAR HYDRAULIC LINE AND FILLED THE HYDRAULIC RESERVOIR, BUT THE HAND PUMP WOULD NOT OPERATE DUE TO AIR IN THE SYSTEM. THE ENGINE WAS THEN RUN, AND AFTER THAT, THE HYDRAULIC SYSTEM OPERATED NORMALLY. THE PILOT SUSPECTED THAT THE FLAPS CAME UP WHEN HE RAISED THE GEAR AFTER TAKEOFF. THIS AIRCRAFT WAS EQUIPPED WITH A FLAP SYSTEM THAT WAS TO BE SET EITHER FULL UP OF FULL DOWN. AN INTERMEDIATE SELECTION WOULD NOT INSURE A POSITIVE SELECTED POSITION.

Brief of Accident (Continued)

File No. - 2735

5/16/82

HANCOCK, NY

A/C Reg. No. N91662

Time (Lcl) - 1650 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. HYDRAULIC SYSTEM - UNDETERMINED
2. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2615 7/24/82 BATAVIA, NY A/C Reg. No. N8198G Time (Lcl) - 2035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA U206G	Eng Make/Model - CONTINENTAL IO-520-F9	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 10
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 20000
SE SEA,ME SEA	Months Since - 14	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 5300
		Multi-Eng - 18000
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD BEEN PARKED AT THE GENESEE COUNTY AIRPORT SINCE THE FALL OF 1981. THE ACCIDENT FLIGHT WAS THE FIRST THE AIRCRAFT HAD FLOWN SINCE THE FALL. AS THE AIRCRAFT CLEARED THE END OF THE RUNWAY, AND ATTAINED AN ALTITUDE OF APPROXIMATELY 300 FEET, A COMPLETE LOSS OF POWER OCCURRED. THE PILOT WAS UNABLE TO EXTEND THE GLIDE BACK TO THE AIRPORT AND LANDED IN AN OPEN FIELD. EXAMINATION OF THE FUEL SYSTEM REVEALED WATER AND OTHER CONTAMINANTS IN THE SYSTEM. ALTHOUGH TEST WERE CONDUCTED THAT CONCLUDED THE FUEL DID NOT MEET THE SPECIFICATIONS OF AVIATION GRADE FUEL, TESTING DID NOT INCLUDE A DETERMINATION OF THE SPECIFIC TYPE OR GRADE OF FUEL AND/OR POSSIBLE MIXTURE OF FUELS.

Brief of Accident (Continued)

File No. - 2615

7/24/82

BATAVIA, NY

A/C Reg. No. N8198G

Time (Lcl) - 2035 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE -
 3. FLUID, FUEL - IMPROPER
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2629 9/05/82 DANVILLE, NY A/C Reg. No. N52RS Time (Lcl) - 1210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- ICA BRASON IS28B2	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	- 727	Engine Type	- N/A	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 4900 FT OVERCAST</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">DANVILLE</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 4000/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 760
SE LAND	Months Since - 7	Make/Model- 21
	Aircraft Type - UNK/NR	Instrument- 21
GLIDER		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15
Instrument Rating(s) - NONE		

-----Narrative-----

THE ACCIDENT OCCURRED DURING A TOW TAKEOFF. THE TOW PLANE PLT STATED HE BROKE GROUND ABOUT 70 MPH AT THE SAME SPOT AS PREVIOUS TOWS. UPON REACHING THE DEPARTURE END OF THE RWY HE FELT HIS ACFT DECELERATING & LOSING ALTITUDE. WITH DECLINING AIRSPEED, NO CLIMB CAPABILITY & A SURROUNDING ENVIRONMENT OF TREES, HE RELEASED THE SAILPLANE. THE PLT OF THE SAILPLANE TRIED TO REACH AN ABANDONED RR TRACK, TURNED 180 DEG TO AVOID HOUSES & CRASHED INTO A SMALL STORAGE BLDG. EXAMINATION OF THE WRECKAGE DISCLOSED THE WING SPOILERS TO BE FULLY DEPLOYED WITH THE HANDLE FULL AFT IN THE FULLY DEPLOYED POSITION. A PLT WITNESS ALSO THOUGHT HE NOTICED THE SPOILERS EXTENDED DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 2629

9/05/82

DANSVILLE,NY

A/C Reg. No. N52RS

Time (Lc1) - 1210 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. SPOILER EXTENSION - INADVERTENT - PILOT IN COMMAND
 2. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
 3. AIRSPEED - NOT ATTAINED - PILOT OF OTHER AIRCRAFT
 4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2654 10/31/82 LITTLE FERRY, NY A/C Reg. No. N3593P Time (Lcl) - 1125 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Fire Crew 0
NONE Pass 0

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - PIPER PA-18-150

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/NO

Landing Gear - FLOAT

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1625

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- 180/005 KTS

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER - CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 45

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 57 Last 24 Hrs - 4

Make/Model- 57 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT STEP-TAXIING FROM LANDING COLLIDED WITH A SUBMERGED OBJECT IN THE RIVER AND DAMAGED THE FLOAT. THE RIVER WAS AT LOW TIDE.

Brief of Accident (Continued)

File No. - 2654

10/31/82

LITTLE FERRY, NY

A/C Reg. No. N3593P

Time (Lcl) - 1125 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. OBJECT - SUBMERGED OBJECT

----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. - 2731 12/02/82 NORTH CALDWELL,NY A/C Reg. No. N6871V Time (Lcl) - 2300 EST

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-APPROACH			0	0	1	1

-----Aircraft Information-----

Make/Model	- MOONEY M20F	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	- 2740	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	ALBANY,NY			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	CALDWELL,NJ		ESSEX CO.	
Wind Dir/Speed	- UNK/NR			Runway Ident	- 22
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- 4550/ 80
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	- FOG	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- NIGHT (BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2997	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 22	Make/Model - 2900	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 498	Last 90 Days - 30
		Multi-Eng - 2980	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED A FOG BANK WHILE MAKING A STRAIGHT IN LANDING AT ESSEX COUNTY AIRPORT. THE PILOT ATTEMPTED TO CLIMB AND STILL MAINTAIN VISUAL CONTACT WITH THE GROUND, HOWEVER THE AIRCRAFT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 2731

12/02/82

NORTH CALDWELL, NY

A/C Reg. No. N6871V

Time (Lcl) - 2300 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)
5. LIGHT CONDITION - NIGHT

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2747 12/20/82 GASPORT, NY A/C Reg. No. N12WB Time (Lcl) - 2045 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-TAKEOFF			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH 56TC	Eng Make/Model	- LYCOMING TIO-541-E1B4	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5990	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 380 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BUFFALO, NY	GASPORT
Wind Dir/Speed - 330/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2165/ 35
Cloud Conditions(1st) - 500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision - BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

-----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, CFI	Current - UNK/NR	Total - 1605
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 150
	Aircraft Type - UNK/NR	Instrument - 148
		Multi-Eng - 714
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 189

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL FROM A SNOW COVERED RUNWAY THE AIRCRAFT SLID TO THE LEFT OF THE RUNWAY AND INTO A SNOW BANK. THE LEFT MAIN AND NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2747

12/20/82

GASPORT,NY

A/C Reg. No. N12WB

Time (Lcl) - 2045 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
5. LIGHT CONDITION - DARK NIGHT

Occurrence #3 GEAR COLLAPSED

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2775

4/20/82

BROOKFIELD, OH

A/C Reg. No. N2477U

Time (Lcl) - 1910 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Fatal	Injuries		
	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
UNK/NR

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-KIG5D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/013 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 1200 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - DUSK

Itinerary

Last Departure Point
DUBOIS, PA
Destination
YOUNGSTOWN, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	8	Last 24 Hrs -	1
Make/Model-	75	Last 30 Days-	UNK/NR	
Instrument-	93	Last 90 Days-	6	
Multi-Eng -	58			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT PERFORMING TURNS AND ROLLS AT AN ALTITUDE OF APPROXIMATELY 300 FEET AGL. A DECREASE AND SUBSEQUENTLY AN INCREASE IN ENGINE POWER WAS HEARD. THE AIRCRAFT WAS OBSERVED CRASHING INTO TREES. INVESTIGATION REVEALED THAT THE PILOT WAS FLYING OVER AND NEAR HIS RESIDENCE.

Brief of Accident (Continued)

File No. - 2775

4/20/82

BROOKFIELD, OH

A/C Reg. No. N2477U

Time (Lcl) - 1910 EST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. PULL-UP - DELAYED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. LIGHT CONDITION - DUSK
 6. WEATHER CONDITION - RAIN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2696 7/21/82 NILES, OH A/C Reg. No. N9239Z Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation -TEST	Fire	Crew 1	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -TAKEOFF			0	0	0	

-----Aircraft Information-----

Make/Model - ROTORWAY AIRCRAFT, INC. SCORPI	Eng Make/Model - OUTBOARD 135	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 2	Rated Power - 140 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 43
	Months Since - N/A	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - N/A	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR
		Rotorcraft - 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT'S WIFE STATED THAT THE HELICOPTER WAS TAKEN ACROSS THE STREET TO AN OPEN FIELD WHERE THE PLT CONDUCTED HIS FLT IN THE ACFT. SHE HAD NEVER SEEN HIM FLY THIS ACFT OVER ABOUT 3 FT AGL. THE HELICOPTER WAS OBSERVED TO JUMP AS IF LIFTED BY A GUST OF WIND & VEERED OVER THE BUSHES & SMALL TREES. THE ACFT WAS THEN OBSERVED TO CLIMB & TURN TO THE LEFT AT THE SAME TIME. WHEN IT WAS ABOUT 50 FT HIGH THE HELICOPTER THEN CAME STRAIGHT DOWN.

Brief of Accident (Continued)

File No. - 2696

7/21/82

NILES,OH

A/C Reg. No. N9239Z

Time (Lcl) - 1030 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VERTICAL TAKEOFF - INITIATED - PILOT IN COMMAND
 2. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
 5. 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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2602 9/04/82 MEDINA, OH A/C Reg. No. N5692U Time (Lcl) - 1735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	0	1	0	0
Accident Occurred During -APPROACH		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28140C	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TIFFIN, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MEDINA, OH	FREEDOM FIELD
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2033/ 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	CONTACT	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 230
SE LAND	Months Since - 20	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 25
		Last 30 Days- UNK/NR
		Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN, THE AIRCRAFT BEGAN A GENTLE VEER TO THE RIGHT AND DEPARTED THE RUNWAY SURFACE APPROXIMATELY MIDWAY DOWN THE RUNWAY. THE PILOT DECIDED TO EXECUTE A GO-AROUND. A WITNESS STATED THAT N5692U BEGAN A RIGHT TURN "WITHIN 10 SECONDS OF BEING AIRBORNE" AND THAT THE TURN STEEPENED INTO A STEEP BANK AT WHICH TIME THE AIRCRAFT ENTERED A "STALL-SPIN". THE AIRCRAFT STRUCK POWERLINES AND A RESIDENCE.

Brief of Accident (Continued)

File No. - 2602

9/04/82

MEDINA, OH

A/C Reg. No. N5692U

Time (Lcl) - 1735 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
 6. STALL - INADVERTENT - PILOT IN COMMAND
 7. OBJECT - RESIDENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 1,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2717 12/12/82 CINCINNATI, OH A/C Reg. No. N62332 Time (Lcl) - 1345 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation - INSTRUCTIONAL - SOLO	Fire	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0
Accident Occurred During - LANDING				

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	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	ELYRIA, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CINCINNATI, OH	BLUE ASH
Wind Dir/Speed- 360/011 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT TOUCHED DOWN ON RUNWAY 06, BOUNCED, THE NOSE GEAR COLLAPSED AND THE PILOT LOSS DIRECTION CONTROL.
THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2717

12/12/82

CINCINNATI, OH

A/C Reg. No. N62332

Time (Lcl) - 1345 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2622 11/07/82 TULSA,OK

A/C Reg. No. N67798

Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire Crew Pass
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING 235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/023 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3200 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
LIBERTY,MO
Destination
OKMULGEE,OK

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TULSA INTERNATIONAL
Runway Ident - 17
Runway Lth/Wid - 9999/ 200
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	284
Last 24 Hrs	4
Last 30 Days	UNK/NR
Last 90 Days	45
Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE DAY BEFORE THE ACCIDENT THE PLT FLEW THE ACFT TO EXCELSOR SPRINGS, MO FOR REFUELING, RETURNING TO LIBERTY. ON 11/7/82 AT 1545 THE FLT DEPARTED LIBERTY ON AN IFR FLT PLAN. APPROXIMATELY 7 MI NORTH OF TULSA INTL ARPT THE PLT ELECTED TO LAND AT TULSA FOR REFUELING. THE PLT STATED THE FUEL GAUGES WERE INDICATING 1/4 FULL. DURING VECTORS TO THE ARPT THE ENG QUIT & THE ACFT STRUCK THE TOP OF A TREE 1.5 MI SHORT OF THE RWY. THE RIGHT FUEL TANK WAS EMPTY & THE LEFT TANK CONTAINED APPROXIMATELY 2.5 GALS.

Brief of Accident (Continued)

File No. - 2622

11/07/82

TULSA,OK

A/C Reg. No. N67798

Time (Lc1) - 1900 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2618 11/10/82 8 MILES SE BRISTOW,OK A/C Reg. No. N6145Y Time (Lcl) - 2315 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	1	0	0	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC		
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR OVERCAST	Type of Clearance - NONE	Runway Surface - UNK/NR
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- GROUND 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)
COMMERCIAL,CFI	Current - YES	Total - 2414
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - PA23250	Make/Model- 108
		Last 30 Days- 14
		Instrument- UNK/NR
		Last 90 Days- 33
		Multi-Eng - 108
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED AT 2220 WITH A PLANNED ENROUTE STOP AT HOLDENVILLE, OK. 55 MINUTES LATER THE ACFT CRASHED APPROXIMATELY 8.5 MILES FROM ITS ORIGINAL DEPARTURE POINT. WITNESSES DESCRIBE THE WX AS VERY BAD DUE TO HEAVY RAIN & FOG.

Brief of Accident (Continued)

File No. - 2618

11/10/82

8 MILES SE BRISTOW,OK

A/C Reg. No. N6145Y

Time (Lc1) - 2315 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - RAIN
 3. VFR FLIGHT INTO IMC - INITIATED - 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. - 2632 4/25/82 ESSINGTON, PA A/C Reg. No. N1552B Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
1

None
0
0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8F
Landing Gear - FLOAT
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 96 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- 230/015 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PHILADELPHIA SPB
Runway Ident - 09R
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE SEA, ME LAND, SE LAND

GLIDER

Instrument Rating(s) - AIRPLANE

Age - 67

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2655 Last 24 Hrs - UNK/NR
Make/Model- 475 Last 30 Days- UNK/NR
Instrument- 73 Last 90 Days- 11
Multi-Eng - 5

-----Narrative-----

THE FLOAT EQUIPPED LUSCOMBE STALLED DURING FINAL APPROACH TO A WATER LANDING NEAR A DOCK. THERE WAS CONSIDERABLE ROTORCRAFT ACTIVITY NEAR THE SEAPLANE BASE DUE TO THE PRESENCE OF THE QUEEN ELIZABETH II OCEAN LINER.

Brief of Accident (Continued)

File No. - 2632

4/25/82

ESSINGTON, PA

A/C Reg. No. N1552B

Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - WINDSHEAR
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2688 5/21/82 DELANO, PA A/C Reg. No. N8244S Time (Lc1) - 2320 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
NONE

Crew
Pass

Fatal
1
1

Injuries

Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 090 -UNK/NR
Visibility - 5.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
WILLIAMSPORT, PA
Destination
BOLIVAR, NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 190
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days-	3
Last 90 Days-	4
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED WX BRIEFINGS AT 1111 & 1530 FROM THE DETROIT, MI FSS FOR A FLT TO NEW JERSEY. THE PLT WAS ADVISED DURING THE 1530 BRIEFING THAT VFR FLT WAS NOT RECOMMENDED. THE PLT DEPARTED GROSS ILE, MI AT APPROXIMATELY 1700 & LANDED AT WILLIAMSPORT, PA AT 2230 TO REFUEL. THE PLT DEPARTED WILLIAMSPORT AT 2255. THE ACFT CRASHED IN MOUNTAINOUS TERRAIN. WITNESSES IN THE VICINITY OF THE ACCIDENT SITE REPORTED THAT THE WX WAS RAINY & FOGGY. TWO PRESCRIPTION BOTTLES CONTAINING NITRO-BED (NITROGLYCERTIN) & INDERAL WERE FOUND. THE AUTOPSY REVEALED, IN PART, EVIDENCE OF SEVERE CORONARY ARTERY DISEASE WITH A TOTAL OCCLUSION OF THE RIGHT CORONARY ARTERY & FOCAL AREA OF MYOCARDIAL FIBROSIS CONSISTENT WITH A SMALL HEALED NON-TRANSMURAL MYOCARDIAL INFARCTION. THE TOXICOLOGY REPORT REVEALED NO EVIDENCE OF DRUGS.

Brief of Accident (Continued)

File No. - 2688

5/21/82

DELANO, PA

A/C Reg. No. N8244S

Time (Lc1) - 2320 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT (OTHER CARDIOVASCULAR) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2623 11/07/82 PROSPECTVILLE, PA A/C Reg. No. N2230H Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - ERCOUE 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
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- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CROSS KEYS, NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TURNER
Runway Ident - 32
Runway Lth/Wid - 2150/ 50
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 - 53
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	- 115	Last 24 Hrs	- 1
Make/Model-	115	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTURE THE PILOT PERFORMED A RUN-UP AND ENGINE CHECK. ALL INDICATIONS WERE NORMAL. THE PILOT STATED THAT THE TAKEOFF WAS NORMAL UNTIL 100 FEET WHEN AN ENGINE POWER LOSS WAS EXPERIENCED. HE ATTEMPTED TO LAND ON THE REMAINING RUNWAY, HOWEVER WAS UNABLE TO STOP THE AIRCRAFT BEFORE RUNNING OFF THE END INTO A GRASSY AREA. EXAMINATION OF THE ENGINE, ELECTRICAL AND FUEL SYSTEMS DID NOT REVEAL ANY SPECIFIC REASON FOR ENGINE FAILURE. ALL SYSTEMS INDICATED A NEED FOR MAINTENANCE.

Brief of Accident (Continued)

File No. - 2623

11/07/82

PROSPECTVILLE, PA

A/C Reg. No. N2230H

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - DETERIORATED
 2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2710 11/13/82 WEST MIFFLIN, PA A/C Reg. No. N72590 Time (Lcl) - 0955 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	
				0	0	0	2	

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA316B	Eng Make/Model	- TURBOMECA ARTTOUSTE III	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4630	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 858 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	ALLEGHENY COUNTY	
Wind Dir/Speed	- 290/015 KTS	Runway Ident	- 28
Visibility	- 6.0 SM	Runway Lth/Wid	- 6500/ 150
Cloud Conditions(1st)	- NONE	Runway Surface	- CONCRETE
Cloud Conditions(2nd)	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 6381	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 970	Last 30 Days - 25
	Aircraft Type - UNK/NR	Instrument - 60	Last 90 Days - 70
		Multi-Eng - 18	Rotorcraft - 6258

Instrument Rating(s) - HELICOPTER

-----Narrative-----

PILOT TURNED AIRCRAFT INTO THE WIND TO PERFORM POWER CHECK. APPROXIMATELY 3-5 FT ABOVE THE GROUND THE PILOT REPORTEDLY BEGAN RECEIVING FEEDBACK THROUGH THE CYCLIC. MODERATE THEN SEVERE VIBRATION OF THE AIRFRAME WAS REPORTED. AIRCRAFT YAWED 90 DEGREES LEFT AND THE PILOT LOWERED THE AIRCRAFT TO THE GROUND. THERE WAS SUBSTANTIAL DAMAGE TO THE MAIN ROTOR BLADES, TAILBOOM, VERTICAL FINS, TAIL ROTOR DRIVESHAFT AND TAIL ROTOR.

Brief of Accident (Continued)

File No. - 2710

11/13/82

WEST MIFFLIN, PA

A/C Reg. No. N72590

Time (Lcl) - 0955 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

2. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - HIGH WIND

----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. - 2628 11/16/82 BETHEL, PA A/C Reg. No. N2581R Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----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 - 2175	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	LEBANON VALLEY, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SOMERSET, NJ	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1595
SE LAND, ME LAND	Months Since - 10	Make/Model- 1588
	Aircraft Type - UNK/NR	Instrument- 173
		Multi-Eng - 6
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THE AIRCRAFT MADE SEVERAL LOW LEVEL PASSES OVER A FARM HOUSE INCLUDING FLYING UNDER POWERLINES BEFORE COLLIDING WITH A TREE. THE PILOT, WHO WAS SERIOUSLY INJURED COULD NOT REMEMBER THE CIRCUMSTANCES LEADING TO THE ACCIDENT. EXAMINATION OF THE AIRCRAFT ENGINE DID NOT REVEAL DESCREPARNCIES AND INDICATED THAT THE ENGINE APPEARED CAPABLE OF OPERATING NORMALLY.

Brief of Accident (Continued)

File No. - 2628

11/16/82

BETHEL, PA

A/C Reg. No. N2581R

Time (Lc1) - 1045 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2715 11/24/82 MIDDLETOWN, PA A/C Reg. No. N5223V Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/020 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISBURG, PA
Destination
MIDDLETOWN, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

OLMSTED FIELD
Runway Ident - 31
Runway Lth/Wid - 9500/ 200
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 370 Last 24 Hrs - 0
Make/Model- 304 Last 30 Days- UNK/NR
Instrument- 60 Last 90 Days- 42
Multi-Eng - 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE TOWER DIRECTED THE PILOT TO BACK TAXI ON THE RUNWAY. AFTER CLEARING THE RUNWAY THE PILOT TAXIED STRAIGHT AHEAD WITH PROPER CONTROL DEFLECTIONS FOR A 10 DEGREE STRONG WIND BEHIND THE LEFT WING. A STRONG GUSTY WIND WAS ENCOUNTERED CAUSING THE AIRCRAFT TO BE LIFTED UP AND COME TO REST INVERTED. WIND GUSTS TO 30 KNOTS.

Brief of Accident (Continued)

File No. - 2715

11/24/82

MIDDLETOWN, PA

A/C Reg. No. N5223V

Time (Lcl) - 1230 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - UNFAVORABLE WIND
6. COMPENSATION FOR WIND CONDITIONS - PERFORMED - PILOT IN COMMAND
7. WIND INFORMATION - POOR - ATC PSNL(LCL/GND/CLNC)
8. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ROLL 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) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2707 5/20/82 HOLLY SPRINGS, SC A/C Reg. No. N761UR Time (Lcl) - 2115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 4.000 SM

Cloud Conditions(1st) - 4500 FT SCATTERED

Cloud Conditions(2nd) - 6000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

NEW BERN, NC

Destination

TULLAHOMA, TN

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 - 45

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 275

Make/Model- 195

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) - NONE

-----Narrative-----

PRIOR TO DEPARTING NEW BERN AT 1837 THE PLT CALLED HIS OFFICE & STATED HE HAD RECEIVED A WX REPORT FOR SCATTERED THUNDERSTORMS ALONG HIS ROUTE OF FLT. AT 2020 & 2052 HE CONTACTED ATL FLT WATCH FOR WX ADVISORIES. HE WAS ADVISED THAT THE WX RADAR WAS OUT OF SERVICE BUT RADAR SUMMARY CHARTS INDICATED HE MIGHT ENCOUNTER RAIN SHOWERS & THUNDERSTORMS IN THE AREA OF TOCCOA & HARRIS VOR. AT 2105 THE PLT CALLED FLT WATCH AGAIN & REPORTED ENCOUNTERING IFR. FLT WATCH REPLIED THEY DID NOT HAVE RADAR AVAILABLE & TO CONTACT ATL CENTER. THE PLT DID NOT ACKNOWLEDGE & FURTHER ATTEMPTS TO CONTACT THE PLT WERE UNSUCCESSFUL. THE ACFT CRASHED IN A NEAR VERTICAL ATTITUDE. AT THE TIME THE PLT CONTACTED FLT WATCH HE WAS NOT PROVIDED PERTINENT INFORMATION FROM THE AREA FORECAST FOR CLOUDS AT 2,000-3,000 FT SCATTERED VARIABLE BROKEN WITH A CHANCE OF CEILINGS/VISIBILITIES AT OR BELOW 1,000 FT & 3 MI IN THUNDERSTORMS WITH MODERATE RAIN SHOWERS.

Brief of Accident (Continued)

File No. - 2707

5/20/82

HOLLY SPRINGS, SC

A/C Reg. No. N761UR

Time (Lc1) - 2115 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - HAZE
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. IN FLIGHT WEATHER ADVISORIES - NOT USED - ATC PERSONNEL(FSS)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
 7. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2636 10/20/82 N. MYRTLE BEACH, SC A/C Reg. No. N62721 Time (Lcl) - 0955 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-C1A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES-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- 012/007 KTS
Visibility - 10.0 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

GRAND STRAND
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 60

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 794	Last 24 Hrs	- 3
Make/Model	- 10	Last 30 Days	- UNK/NR
Instrument	- 48	Last 90 Days	- 10
Multi-Eng	- 216		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SET THE PARKING BRAKE AFTER STARTING THE AIRCRAFT AND DIVERTED HIS ATTENTION TO THE CHECKLIST. WHEN HE LOOKED UP THE AIRCRAFT WAS MOVING. THE PILOT ATTEMPTED TO STOP THE AIRCRAFT BY BOTH PUSHING THE TOE BRAKES AND PULLING THE PARKING BRAKE. THE AIRCRAFT COLLIDED WITH ANOTHER AIRCRAFT CAUSING SUBSTANTIAL DAMAGE. PIPER ENGINEERING PERSONNEL REPORT THAT THE PARKING BRAKE COULD BE OVERRIDDEN BY FIRM APPLICATION OF TOE BRAKES UNDER NORMAL CIRCUMSTANCES. THEY REPORT HOWEVER, THAT IF THE PARKING BRAKE WAS BEING HELD IN THE 'ON' POSITION WITH 20 POUNDS OF FORCE, APPROXIMATELY 200 POUNDS OF TOE BRAKE PRESSURE WOULD BE REQUIRED BEFORE IT COULD BE OVERCOME AND BEFORE MORE HYDRAULIC PRESSURE COULD BE APPLIED TO THE WHEEL BRAKES.

Brief of Accident (Continued)

File No. - 2636

10/20/82

N. MYRTLE BEACH, SC

A/C Reg. No. N62721

Time (Lc1) - 0955 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. AIRCRAFT MANUALS, PERFORMANCE INFORMATION - CONGESTED
2. PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2745 12/14/82 COLUMBIA, SC A/C Reg. No. N522MA Time (Lcl) - 1745 EST

-----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 - MITSUBISHI MU-2
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10470
No. of Seats - 9

Eng Make/Model - AIRESEARCH TPE-331-6
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 724 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 140/007 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 4500 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAVANNAH, GA

Destination

CAE, SC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

COLUMBIA METRO

Runway Ident - 11

Runway Lth/Wid - 7551/ 15

Runway Surface - ASPHALT

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

CFI, ATP

SE LAND, ME LAND

Age - 25

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3116

Make/Model- 147

Instrument- 262

Multi-Eng - 1643

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 187

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING A SCRAPING SOUND WAS HEARD AND A GO-AROUND WAS PERFORMED. WHILE ON DOWNWIND, FOR THE SECOND LANDING, THE GEAR HANDLE WAS OBSERVED IN THE GEAR-UP POSITION. THE GEAR WAS LOWERED AND AN UNEVENTFUL LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 2745

12/14/82

COLUMBIA, SC

A/C Reg. No. N522MA

Time (Lcl) - 1745 EST

Occurrence OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
3. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2766 12/24/82 CLEVELAND, SC

A/C Reg. No. N9327N

Time (Lcl) - 1340 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
2

None
0
0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 150/007 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 900 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SARASOTA, FL
Destination
ASHEVILLE, 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 - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 164
Make/Model- 153
Instrument- 2
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS VFR ON TOP OF A BROKEN CLOUD LAYER & DECIDED TO DESCEND THROUGH AN OPENING. AFTER DESCENDING CLEAR OF THE CLOUDS HE WAS IN A PASS WITH HILLS ON EACH SIDE & NOT ENOUGH ROOM TO TURN AROUND. HE CONTINUED NORTH ALONG THE HIGHWAY HOPING THE PASS WOULD WIDEN. AS THE HIGHWAY STARTED OVER A HILL THE ACFT ENTERED A CLOUD. THE PLT EXECUTED A STEEP TURN & HAD ALMOST COMPLETED THE 180 WHEN HE SAW THAT HE WAS GOING TO CRASH INTO THE TREES.

Brief of Accident (Continued)

File No. - 2766

12/24/82

CLEVELAND, SC

A/C Reg. No. N9327N

Time (Lcl) - 1340 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - CLOUDS
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2742 12/28/82 CONWAY, SC

A/C Reg. No. N6537P

Time (Lcl) - 0955 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL - SOLO

Fire Crew
NONE Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----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 - 11 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- 225/010 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CONWAY-HORRY COUNTY
Runway Ident - 04
Runway Lth/Wid - 3700/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 22
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)		
Total	15	Last 24 Hrs - 1
Make/Model-	15	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED HE ATTEMPTED TO LAND BEYOND THE MID-POINT OF THE RUNWAY FROM A HIGH THRESHOLD POSITION WITH FULL FLAPS DEPLOYED. THE AIRCRAFT WAS FORCED ONTO THE RUNWAY, BOUNCED 3 TIMES, AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2742

12/28/82

CONWAY, SC

A/C Reg. No. N6537P

Time (Lcl) - 0955 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2741 12/30/82 DAUFUSKIE ISLAND, SC A/C Reg. No. N9305J Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 18 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TAMPA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	UNK/NR	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 300 FT OBSCURED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 425
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 0
		Instrument- UNK/NR
		Last 90 Days- 0
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT'S WIFE STATED HER HUSBAND HAD DEPARTED TAMPA, FL AND COULD NOT RECALL IF HE HAD INDICATED A DESTINATION. SHE FURTHER STATED HER HUSBAND HAD A "CHARTER". INVESTIGATION BY LAW ENFORCEMENT AND DRUG ENFORCEMENT PERSONNEL LOCATED COCAINE IN THE AIRCRAFT WRECKAGE. THE PILOT HELD AN INVALID MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 2741

12/30/82

DAUFUSKIE ISLAND, SC

A/C Reg. No. N9305J

Time (Lcl) - 1400 EST

Occurrence UNDETERMINED

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING

-----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. - 2657 1/19/82 ROCKPORT, TX A/C Reg. No. N336SA Time (Lcl) - 1323 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - EXECUTIVE	Fire	Crew 2	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - APPROACH		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - SWEARINGEN SA226-T(B)	Eng Make/Model - AIRESEARCH TPE 331-10A	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 - NO
No. of Seats - 8	Rated Power - 900 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CORPUS CHRISTI, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ROCKPORT, TX	ARANSAS COUNTY AIRPORT
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5600/ 150
Cloud Conditions(1st) - 500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - CIRCLING	Runway Status - N/A
Obstructions to Vision- FOG	VOR/DME	
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 - 3800
SE LAND, ME LAND	Months Since - 15	Make/Model- UNK/NR
	Aircraft Type - MERLIN	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE FAF DURING A VOR/DME APPROACH, THE MERLIN WAS CLEARED TO CHANGE TO THE UNICOM FREQ. THE PLT OF THE MERLIN CONTACTED UNICOM & REQUESTED AN ARPT ADVISORY. THE UNICOM OPERATOR REPLIED THAT THERE WAS A PIREP OF 500 FT OVER THE FIELD WITH 2 MI VISIBILITY BUT "ZILCH" OVER THE WATER. SHORTLY AFTER THIS CONTACT THE PLT OF THE AA5A CALLED ON UNICOM TURNING FINAL. THE PLT OF THE AA5A WAS GIVEN THE SAME ADVISORY AS GIVEN TO THE MERLIN & FURTHER ADVISED THAT ANOTHER ACFT WAS INBOUND FOR RWY 14. THE ACFT COLLIDED LESS THAN 1 MI NW OF THE APPROACH END OF RWY 14. AIM 157 RECOMMENDS THAT VFR INBOUND FLTS BROADCAST ENTERING DOWNWIND & FINAL. AIM 363(C) RECOMMENDS THAT, WHEN MAKING AN IFR APPROACH TO AN ARPT NOT SERVED BY A TOWER OR FSS & AFTER ATC ADVISES TO CHANGE TO ADVISORY FREQ, TO BROADCAST INTENTIONS, INCLUDING TYPE APPROACH, POSITION & WHEN OVER FAF INBOUND.

Brief of Accident (Continued)

File No. - 2657

1/19/82

ROCKPORT, TX

A/C Reg. No. N336SA

Time (Lcl) - 1323 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. CONTROL TOWER - UNAVAILABLE
 2. RADAR, APPROACH/DEPARTURE - UNAVAILABLE
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. AIR/GROUND COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
 6. AIR/GROUND COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
 7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 8. 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2657 1/19/82 ROCKPORT, TX

A/C Reg. No. N26660

Time (Lcl) - 1323 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under -
Accident Occurred During - APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	2	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed - 150/006 KTS
Visibility - 2.000 SM
Cloud Conditions(1st) - 500 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VICTORIA, TX
Destination
ROCKPORT, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ARANSAS COUNTY AIRPORT
Runway Ident - 14
Runway Lth/Wid - 5600/ 150
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - AA5A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1700	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-----

PRIOR TO THE FAF DURING A VOR/DME APPROACH, THE MERLIN WAS CLEARED TO CHANGE TO THE UNICOM FREQ. THE PLT OF THE MERLIN CONTACTED UNICOM & REQUESTED AN ARPT ADVISORY. THE UNICOM OPERATOR REPLIED THAT THERE WAS A PIREP OF 500 FT OVER THE FIELD WITH 2 MI VISIBILITY BUT "ZILCH" OVER THE WATER. SHORTLY AFTER THIS CONTACT THE PLT OF THE AA5A CALLED ON UNICOM TURNING FINAL. THE PLT OF THE AA5A WAS GIVEN THE SAME ADVISORY AS GIVEN TO THE MERLIN & FURTHER ADVISED THAT ANOTHER ACFT WAS INBOUND FOR RWY 14. THE ACFT COLLIDED LESS THAN 1 MI NW OF THE APPROACH END OF RWY 14. AIM 157 RECOMMENDS THAT VFR INBOUND FLTS BROADCAST ENTERING DOWNWIND & FINAL. AIM 363(C) RECOMMENDS THAT, WHEN MAKING AN IFR APPROACH TO AN ARPT NOT SERVED BY A TOWER OR FSS & AFTER ATC ADVISES TO CHANGE TO ADVISORY FREQ, TO BROADCAST INTENTIONS, INCLUDING TYPE APPROACH, POSITION & WHEN OVER FAF INBOUND.

Brief of Accident (Continued)

File No. - 2657

1/19/82

ROCKPORT, TX

A/C Reg. No. N26660

Time (Lc1) - 1323 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. CONTROL TOWER - UNAVAILABLE
2. RADAR, APPROACH/DEPARTURE - UNAVAILABLE
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. AIR/GROUND COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
6. AIR/GROUND COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
8. 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2748 2/26/82 SAN MARCOS, TX A/C Reg. No. N9061Z Time (Lcl) - 0800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/018 KTS
Visibility - 4.000 SM
Cloud Conditions(1st) - 800 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUSTIN, TX
Destination
SAN ANTONIO, 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)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 42
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - R22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3500
Make/Model- 400
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS OBSERVED ROTATING IN A COUNTER CLOCKWISE MOTION. A SMALL EXPLOSION WAS SEEN AT THE TAIL SECTION WITH PIECES FLYING OFF. THE OUTBOARD SECTIONS OF THE T/R BLADES WERE FOUND ABOUT 800 FT FROM THE MAIN WRECKAGE. EXAMINATION OF THE FRACTURES INDICATES A HIGHLY ABNORMAL STRESS CONDITION WAS PRODUCED IN THE T/R. THE AUSTIN FSS WAS REPORTING WIND GUSTS OF 27K.

Brief of Accident (Continued)

File No. - 2748

2/26/82

SAN MARCOS, TX

A/C Reg. No. N9061Z

Time (Lc1) - 0800 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. IMPROPER DECISION, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

3. ROTOR SYSTEM, TAIL ROTOR BLADE - OVERLOAD
4. ROTOR SYSTEM, TAIL ROTOR BLADE - FAILURE, TOTAL
5. ROTOR SYSTEM, TAIL ROTOR BLADE - UNDETERMINED
6. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - OVERLOAD
7. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - FAILURE, TOTAL
8. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - UNDETERMINED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2750 4/07/82 NEWARK, TX A/C Reg. No. N1196P Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING		Pass 0	0	0	2

-----Aircraft Information-----

Make/Model	- PIPER PA-23-150	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 5	Rated Power	- 150 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	- 140/016 KTS	- N/A
Visibility	- 7.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 1600 FT OVERCAST	- N/A
Cloud Conditions(2nd)	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2474
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 2001
	Aircraft Type - UNK/NR	Instrument- 77
GLIDER		Multi-Eng - 2008
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 194

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A LOUD BANG WAS HEARD AND HE OBSERVED THE LEFT ENG COWL RAISED TO A VERTICAL POSITION & THE ENG DROOPED DOWNWARD. THE EXCESSIVE AMOUNT OF DRAG CAUSED THE ACFT TO BE UNCONTROLLABLE. THE PLT WAS ABLE TO GAIN CONTROL OF THE ACFT BY FEATHERING THE RIGHT ENG. A GEAR-UP LANDING WAS MADE IN A PASTURE. ONE BLADE HAD SEPARATED FROM THE LEFT PROPELLER DUE TO SEPARATION OF A FLANGE ON THE PROPELLER HUB. THE SEPARATED HUB FLANGE FAILED DUE TO HIGH CYCLIC METAL FATIGUE.

Brief of Accident (Continued)

File No. - 2750

4/07/82

NEWARK, TX

A/C Reg. No. N1196P

Time (Lc1) - 1130 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE
 2. PROPELLER SYSTEM/ACCESSORIES, HUB - FAILURE, TOTAL
-

Occurrence #2 ENGINE TEARAWAY
Phase of Operation MANEUVERING

Finding(s)

3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 4. ENGINE ASSEMBLY - VIBRATION
-

-----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. - 2773 6/27/82 LUFKIN, TX A/C Reg. No. N733BD Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -STANDING		Other	0	0	0
					1

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANGELINA
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 15
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4545/ 100
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - UNK/NR	Last 24 Hrs - 0
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- 0
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 0
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N733BD WAS HOLDING FOR THE ACTIVE RUNWAY WHEN N59257 TAXIED INTO THE TAIL OF THE AIRCRAFT. N733BD RECEIVED SUBSTANTIAL DAMAGE AND N59257 RECEIVED MINOR DAMAGE.

Brief of Accident (Continued)

File No. - 2773

6/27/82

LUFKIN, TX

A/C Reg. No. N733BD

Time (Lc1) - 1730 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING
1. OBJECT - AIRCRAFT MOVING ON GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2773

6/27/82

LUFKIN, TX

A/C Reg. No. N59257

Time (Lcl) - 1730 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 -TAXI

MINOR
Fire
NONE

Crew
Pass
Other

Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0
0	0	0	1

-----Aircraft Information-----

Make/Model - BOEING B-75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - P & W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - 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 - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ANGELINA COUNTY
Runway Ident - 15
Runway Lth/Wid - 4545/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 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-----

N733BD WAS HOLDING FOR THE ACTIVE RUNWAY WHEN N59257 TAXIED INTO THE TAIL OF THE AIRCRAFT. N733BD RECEIVED SUBSTANTIAL DAMAGE AND N59257 RECEIVED MINOR DAMAGE.

Brief of Accident (Continued)

File No. - 2773

6/27/82

LUFKIN, TX

A/C Reg. No. N59257

Time (Lc1) - 1730 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 4. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2774 7/10/82 WICHITA FALLS, TX A/C Reg. No. N6538S Time (Lcl) - 1529 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 1

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- 320/005 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KICKAPOO DOWNTOWN

Runway Ident - 35

Runway Lth/Wid - 3800/ 100

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1331

Make/Model- 25

Instrument- UNK/NR

Multi-Eng - 1236

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO BECOME AIRBORNE IN A NOSE HIGH ATTITUDE AFTER APPROXIMATELY 1,200 FT OF GROUND RUN, GAIN NO MORE THAN 200 FT OF ALTITUDE, MAKE A WIDE LEFT TURN TO DOWNWIND, STALL & SPIN. THE HIGH ANGLE OF ATTACK WAS MAINTAINED THROUGHOUT THE FLT. THE ACFT CRASHED ABOUT 1/2 MI WEST OF THE LIFT-OFF POINT IN A RESIDENTIAL AREA. ALL WITNESSES STATED THAT THE ENG DID NOT SEEM TO BE DEVELOPING FULL POWER. NO ENG MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 2774

7/10/82

WICHITA FALLS, TX

A/C Reg. No. N6538S

Time (Lcl) - 1529 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
4. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2624 11/09/82 MIDLAND, TX A/C Reg. No. N1767X Time (Lcl) - 1419 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	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MEMPHIS, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIDLAND, TX	MIDLAND AIRPARK
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1332
SE LAND	Months Since - 12	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 434
		Last 30 Days- UNK/NR
		Instrument- 25
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ADVISED MIDLAND APPROACH CONTROL THAT HE WAS OUT OF FUEL OVER THE WEST SIDE OF MIDLAND, TX AT 4800 FEET. THE AIRCRAFT WAS OBSERVED TO DISAPPEAR FROM THE RADAR APPROXIMATELY 1/4 TO 1/2 MILE NORTH OF THE AIRPORT. THE PILOT STATED HE RAN THE TANKS DRY.

Brief of Accident (Continued)

File No. - 2624

11/09/82

MIDLAND, TX

A/C Reg. No. N1767X

Time (Lc1) - 1419 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION

2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. - OPEN FIELD

Occurrence #3 COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2625 11/09/82 EL PASO, TX A/C Reg. No. N8705P Time (Lcl) - 1550 MST

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL		Fatal		Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- PIPER PA-24-260	Eng Make/Model	- LYCOMING IO-540-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAN ANTONIO, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CASA GRANDE, AZ		Runway Ident	- UNK/NR
Wind Dir/Speed	- 210/008 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Cloud Conditions(1st)	- 12000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- DRY
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 571	Last 24 Hrs - 3
SE LAND	Months Since - 24	Make/Model - 427	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 31

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A BUSINESS CROSS COUNTRY FLIGHT THE FUEL PRESSURE BEGAN DROPPING WITH A SUBSEQUENT DROP IN POWER. THE PILOT ATTEMPTED TO REDUCE MANIFOLD PRESSURE TO KEEP THE ENGINE RUNNING. APPROXIMATELY 3-5 MILES FROM EL PASO AIRPORT THE PILOT LANDED ON THE DESERT. DURING LANDING THE AIRCRAFT STRUCK A MOUND OF SAND AND GROUND LOOPED. AN EXAMINATION OF THE ENGINE DID NOT REVEAL ANY REASON FOR LOSS OF FUEL FLOW AND ENGINE STOPPAGE.

Brief of Accident (Continued)

File No. - 2625

11/09/82

EL PASO, TX

A/C Reg. No. N8705P

Time (Lcl) - 1550 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2789 11/16/82 HOUSTON, TX A/C Reg. No. N2677L 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	2	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 60	Eng Make/Model - LYCOMING TIO-541-E1C4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6725	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 380 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point DEL RIO, TX	
Method - TELEPHONE	Destination HOUSTON, TX	Airport Data LAKESIDE
Completeness - FULL	ATC/Airspace	Runway Ident - 15
Basic Weather - IMC	Type of Flight Plan - IFR	Runway Lth/Wid - 4000/ 60
Wind Dir/Speed- 080/010 KTS	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Visibility - 2.000 SM	Type Apch/Lndg - VORTAC	Runway Status - DRY
Cloud Conditions(1st) - 900 FT OVERCAST		
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- FOG		
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)
ATP	Current - YES	Total - 2538
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 47
		Instrument- 299
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Multi-Eng - 2235

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL THE PILOT EXPERIENCED A MALFUNCTION WHEN HE APPLIED HIS BRAKES. WHEN APPLIED, THE RIGHT BRAKE WORKED BUT THE LEFT BRAKE DID NOT. THE PILOT REPEATEDLY PUMPED THE BRAKES, NEVERTHELESS THE AIRCRAFT RAN OFF THE RIGHT SIDE OF THE RUNWAY AND SUSTAINED SUBSTANTIAL DAMAGE WHEN IT CROSSED A DRAINAGE DITCH. FURTHER EXAMINATION OF THE LANDING GEAR AND BRAKE SYSTEM SHOWED A BRAKE FLUID LEAK IN THE LEFT BRAKE ASSEMBLY LOCATED AT A WORN "O" RING SEAL IN THE LOWER PISTON. THE AIRCRAFT'S BRAKE RESERVOIR WAS EMPTY.

Brief of Accident (Continued)

File No. - 2789

11/16/82

HOUSTON, TX

A/C Reg. No. N2677L

Time (Lc1) - 1615 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. HYDRAULIC SYSTEM - FAILURE, PARTIAL
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2788 11/18/82 SANDERSON, TX A/C Reg. No. N5914F Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries			
	DESTROYED		Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	1	0	
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	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 - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALPINE, TX	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 550
SE LAND	Months Since - 3	Make/Model- 550
	Aircraft Type - UNK/NR	Instrument- 120
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT BECAME DISORIENTED AND MADE A PRECAUTIONARY LANDING ON A HIGHWAY. AFTER VERIFYING HIS LOCATION THE PILOT TOOKOFF, MADE A SHARP PULLUP TO AVOID A ROADSIDE REFLECTOR, SETTLED BACK TO THE ROAD SURFACE AND HIT A POLE. THE PILOT VEERED OFF THE HIGHWAY AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2788

11/18/82

SANDERSON, TX

A/C Reg. No. N5914F

Time (Lcl) - 1830 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PULL-UP - ATTEMPTED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. OBJECT - UTILITY POLE
 4. LIGHT CONDITION - DARK NIGHT
 5. WEATHER CONDITION - HAZE
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2790 11/20/82 WACO, TX A/C Reg. No. N6839L Time (Lcl) - 1645 CST

-----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 -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Fire Crew
ON GROUND Pass

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2L5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 155/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 8000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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 - 37
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000 Last 24 Hrs - 7
Make/Model- 500 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 100
Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE SECOND SWATH RUN THE PILOT STRUCK A POWER WIRE LOCATED IN A TREE LINE. THE AIRCRAFT CRASHED IN A OAT FIELD AND WAS DESTROYED BY GROUND FIRE.

Brief of Accident (Continued)

File No. - 2790

11/20/82

WACO, TX

A/C Reg. No. N6839L

Time (Lcl) - 1645 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 2. ALTITUDE - INATTENTIVE - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2785 11/30/82 EL PASO, TX

A/C Reg. No. N2521N

Time (Lcl) - 0131 MST

-----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 - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/015 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point

Destination

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
WEST TEXAS AIRPORT
Runway Ident - 26
Runway Lth/Wid - 4300/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 64
Make/Model- 51
Instrument- 2
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING THE PILOT ELECTED TO MAKE A GO-AROUND DUE TO GUSTY WIND CONDITIONS. ON THE NEXT LANDING ATTEMPT THE PILOT INITIATED A GO-AROUND FROM SHORT FINAL AT AN ALTITUDE OF APPROXIMATELY 30 FEET. THE PILOT WAS UNABLE TO MAINTAIN ALIGNMENT WITH THE RUNWAY, STALLED THE AIRCRAFT AND COLLIDED WITH SAND DUNES. INVESTIGATION REVEALED THE AIRCRAFT'S FLAPS WERE IN THE FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 2785

11/30/82

EL PASO, TX

A/C Reg. No. N2521N

Time (Lcl) - 0131 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TURBULENCE
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - SAND BAR

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2719 12/07/82 MISSING AIRCRAFT, UN A/C Reg. No. N5468T Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
3
1

Injuries
Serious
0
0

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
OLYMPIA, WA
Destination
LAKE TAHOE, 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)
ATP
SE LAND, ME LAND

Age - 32
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) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED OLYMPIA, WAS ON A VFR FLIGHT TO LAKE TAHOE, CA ON DECEMBER 7, 1982. THE AIRCRAFT WAS REPORTED OVERDUE ON DECEMBER 8. A CIVIL AIR PATROL SEARCH WAS INITIATED. THE AIRCRAFT WRECKAGE HAS NOT BEEN LOCATED. THE AIRCRAFT DAMAGE AND INJURY INDEX IS PRESUMED.

Brief of Accident (Continued)

File No. - 2719

12/07/82

MISSING AIRCRAFT,UN

A/C Reg. No. N5468T

Time (Lc1) - UNK/NR

Occurrence

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2703

9/12/82

WENDOVER,UT

A/C Reg. No. N5836M

Time (Lcl) - 2030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	2	3

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 310P

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5200

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 260 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- VARIABLE

Visibility - UNK/NR

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

CODY,WY

Destination

REDDING,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,ME LAND

Age - 41

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 218

Make/Model- 103

Instrument- 9

Multi-Eng - 105

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE BECAME DISORIENTED WHILE FLYING FROM SALT LAKE CITY TO WENDOVER. HE DESCENDED TO 8000 FT TO KEEP CLEAR OF ICE AND HAIL AND COULD NOT RECEIVE A NAVIGATIONAL SIGNAL FROM THE WENDOVER OR BONNEVILLE NAVIGATIONAL FACILITY. WHILE ATTEMPTING TO ESTABLISH HIS POSITION ON HIS SECTIONAL THE AIRCRAFT DESCENDED INTO THE GROUND. INVESTIGATION REVEALED THERE WERE NO MALFUNCTIONS WITH THE EN ROUTE FACILITIES AT BONNEVILLE OR WENDOVER. THE MINIMUM EN ROUTE ALTITUDE TO RECEIVE A SIGNAL BETWEEN SALT LAKE CITY AND WENDOVER IS 9000 FT.

Brief of Accident (Continued)

File No. - 2703

9/12/82

WENDOVER,UT

A/C Reg. No. N5836M

Time (Lc1) - 2030 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - HAIL
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2608 9/21/82 SALINA,UT A/C Reg. No. N21322 Time (Lcl) - 0821 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	2	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PROVO,UT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5324	Last 24 Hrs	- UNK/NR
Make/Model-	40	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-----

ONE OF THE SURVIVORS STATED THEY WERE FLYING ACROSS THE FACE OF A MOUNTAIN & STARTED A LEFT TURN UP THE MOUNTAIN. AS THEY MADE THE TURN THEY REALIZED THEY WERE TOO LOW. WHEN THEY STARTED THEIR TURN TO FLY OVER THE HILL THEY WERE EXPECTING THE TERRAIN TO BE LEVEL ON THE OTHER SIDE BUT INSTEAD THERE WAS ANOTHER HILL. THEY WERE FLYING ABOUT 300-400 FT AGL BEFORE THEY STARTED THEIR TURN INTO RISING TERRAIN. THE WRECKAGE WAS LOCATED ON THE MOUNTAINSIDE AT THE 9,100 FT LEVEL.

Brief of Accident (Continued)

File No. - 2608

9/21/82

SALINA,UT

A/C Reg. No. N21322

Time (Lcl) - 0821 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - RISING
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2650 5/29/82 NORFOLK,VA A/C Reg. No. N777HD Time (Lc1) - 1846 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious 1
3

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA U206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F-9
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 110/007 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHARLOTTESVILLE,VA
Destination
NORFOLK,VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NORFOLK MUNI.
Runway Ident - 14
Runway Lth/Wid - 4876/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2110
Make/Model- 190
Instrument- 522
Multi-Eng - 11
Last 24 Hrs - 2
Last 30 Days- 17
Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT DURING FINAL APPROACH. THE ACFT HAD A HISTORY OF PROBLEMS WITH WATER IN FUEL SYSTEM LEADING TO ENGINE PROBLEMS. ON 2/8/82 SIGNIFICANT QUANTITIES OF WATER WAS FOUND IN THE FUEL SYSTEM. POST CRASH EXAMINATION REVEALED WATER IN THE FUEL SYSTEM. WATER HAD ENTERED THE SYSTEM THROUGH A LEAKING FUEL CAP. POST CRASH TEST SHOWED THAT WATER IN THE FUEL SYSTEM COULD NOT BE DRAINED DUE TO RIDGES & WALLS IN THE BOTTOM OF THE FUEL BLADDER THAT TRAPPED WATER. THESE TESTS ALSO SHOWED THAT DUE TO THE DIHEDRAL & ANGLE OF INCIDENCE OF HIGH WING CESSNAS WATER COULD NOT OVERCOME THESE RIDGES & FLOW TO THE DESIGN DRAIN POINTS IN THE WINGS. THE SAFETY BOARD HAS ISSUED SAFETY RECOMMENDATIONS ON THIS PROBLEM.

Brief of Accident (Continued)

File No. - 2650

5/29/82

NORFOLK,VA

A/C Reg. No. N777HD

Time (Lcl) - 1846 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,CAP - CORRODED
 2. FUEL SYSTEM,CAP - LEAK
 3. FLUID,FUEL - WATER
 4. FUEL SYSTEM,TANK - DISTORTED
 5. FUEL SYSTEM,TANK - INADEQUATE
 6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2764 12/21/82 LYNCHBURG, VA A/C Reg. No. N11181 Time (Lc1) - 1220 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation - INSTRUCTIONAL - SOLO	Fire	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0
Accident Occurred During -LANDING				

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MARTINSVILLE, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LYNCHBURG, VA	FALWELL
Wind Dir/Speed- 320/011 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 45.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2900/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO 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- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED ON FINAL DRIFTING RIGHT. IT THEN ROLLED SHARPLY TO THE LEFT BACK TOWARDS THE TREES SOUTH OF RWY 28. THE ACFT PULLED UP TO A STEEP CLIMB INTO A LEFT TURN & DISAPPEARED OVER THE TREES. THE ACFT WAS FOUND NOSE DOWN IN A VERTICAL POSITION ON THE GROUND IN BETWEEN TREES. WINDS WERE GUSTING 16K.

Brief of Accident (Continued)

File No. - 2764

12/21/82

LYNCHBURG, VA

A/C Reg. No. N11181

Time (Lcl) - 1220 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2709 12/25/82 NELLY'S FORD, VA A/C Reg. No. N32804 Time (Lcl) - 1515 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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - 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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROCKFISH AIRPARK
Wind Dir/Speed- 250/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700 -UNK/NR
Cloud Conditions(1st) - 10000 FT BROKEN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 101
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 101
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL THE AIRCRAFT SWERVED TO THE LEFT. THE PILOT APPLIED FULL RIGHT RUDDER BUT WAS NOT ABLE TO STRAIGHTEN THE AIRCRAFT. THE PILOT REDUCED THE POWER AND APPLIED BRAKES. THE AIRCRAFT COLLIDED WITH A FENCE AT THE END OF THE RUNWAY. FIFTEEN KNOT LEFT, GUSTY CROSSWINDS WERE REPORTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2709

12/25/82

NELLY'S FORD, VA

A/C Reg. No. N32804

Time (Lcl) - 1515 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

7. OBJECT - FENCE
 8. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2769 7/31/82 WEST BRATTLEBORO,VT A/C Reg. No. N17135 Time (Lcl) - 2100 EDT

-----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 - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
TETERBORO,NJ
Destination
LEBANON,NH

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 - 33

Biennial Flight Review

Current - UNK/NR
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 100	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 2036 THE PLT CONTACTED BRADLEY APPROACH CONTROL (A/C) ON FREQ 121.5 & STATED HE WAS LOST, AT AN ALTITUDE OF 4,000 FT & IN "ALMOST IFR WEATHER." SINCE THE ACFT WAS NOT TRANSPONDER EQUIPPED A/C HAD THE PLT USE VOR ORIENTATION PROCEDURES TO DETERMINE HIS POSITION. AT 2040 THE PLT STATED HE WAS SOLID IFR. THE PLT WAS GIVEN HEADINGS TO A VOR WHERE VFR CONDITIONS PREVAILED. AT 2059 THE PLT DECLINED AN A/C SUGGESTION TO CLIMB UP ON TOP OF THE OVERCAST. THE PLT'S BLOOD ALCOHOL LEVEL WAS 54 MG%.

Brief of Accident (Continued)

File No. - 2769

7/31/82

WEST BRATTLEBORO,VT

A/C Reg. No. N17135

Time (Lc1) - 2100 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - THUNDERSTORM
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. CLEARANCE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2634 8/03/82 WOODSTOCK,VT A/C Reg. No. N7502P Time (Lc1) - 1055 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-AID
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- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEBANON,NH
Destination
OSHKOSH,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1185	Last 24 Hrs - 1
Make/Model- 576	Last 30 Days- UNK/NR
Instrument- 80	Last 90 Days- 35
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 5 MIN AFTER DEPARTURE THE ENG LOST MOST OF ITS OIL PRESSURE & STARTED TO LOSE POWER. THE ACFT LANDED ON A ROUGH PLOWED FIELD & THE GEAR WERE TORN OFF. THE ALUMINUM OIL LINE THAT CONNECTS TO THE OIL COOLER BROKE OFF AT THE FLARE. THE "B" NUT WAS STILL SECURED. MOST OF THE OIL DUMPED OVERBOARD THROUGH THE SEVERED PIPE.

Brief of Accident (Continued)

File No. - 2634

8/03/82

WOODSTOCK,VT

A/C Reg. No. N7502P

Time (Lc1) - 1055 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,PARTIAL
 2. FLUID,OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR,MAIN GEAR - OVERLOAD
 5. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
 7. 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2662 2/19/82 OSHKOSH,WI A/C Reg. No. N6761H Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	6
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 404	Eng Make/Model	- CONTINENTAL GTSIO-520-M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 10	Rated Power	- 375 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	ON AIRPORT
Method - IN PERSON	APPLETON,WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	OSHKOSH,WI	WITTMAN
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6700/ 150
Cloud Conditions(1st) - 800 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 9373
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 99
		Instrument- 979
		Multi-Eng - 1511
		Last 30 Days- UNK/NR
		Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN GEAR COLLAPSED ON LANDING. INVESTIGATION REVEALED THAT THE REAR TRUNNION PIVOT PIN, P/N5741112-1, HAD MOVED AFT & OUT OF THE TRUNNION. THE PIN HAD ABOUT 1 INCH OF WHITE PAINT ON THE END OF THE PIN THAT EXTENDED INTO THE FLAP TRACK AREA. THE EXTENSION OF THE REAR PIVOT PIN ON THE LEFT GEAR WAS MEASURED AT 1/2 INCH OF PAINTED PIN EXTENDING INTO THE FLAP TRACK AREA. THE PIVOT PIN IS HELD IN THE TRUNNION WITH A ROLL PIN. THE AFT PIN STILL HAD A SECTION OF THE ROLL PIN IN IT & THE FAILURE MODE WAS A SHEAR. THE OTHER TWO SMALL PIECES OF THE ROLL PIN WERE STILL IN THE TRUNNION. THE FORWARD PIVOT PIN SHOWED A WEAR PATTERN THAT THE SHIMS HAD BEEN RIDING ABOUT 2/10 INCH FURTHER FROM THE PIVOT PIN HOLE THAN ON THE REAR PIN. ADDITIONALLY, THE REAR PIN HAD GROOVED WEAR MARKS ALL THE WAY TO THE END OF THE PIVOT PIN FROM THE POINT OF ORIGINAL WEAR PATTERN.

Brief of Accident (Continued)

File No. - 2662

2/19/82

OSHKOSH,WI

A/C Reg. No. N6761H

Time (Lc1) - 1300 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR - ASYMMETRICAL
2. LANDING GEAR,MAIN GEAR - IMPROPER
3. LANDING GEAR,MAIN GEAR - FAILURE,PARTIAL
4. LANDING GEAR,MAIN GEAR - DISCONNECTED
5. AIRCRAFT/EQUIPMENT INADEQUATE - MANUFACTURER

----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. - 2697 6/12/82 PULASKI, WI A/C Reg. No. N9011 Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew	0	0	0
Accident Occurred During	-TAKEOFF		Pass	0	0	0

-----Aircraft Information-----

Make/Model	- VOLMER SPORTSMAN	Eng Make/Model	- LYCOMING O-290-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 125 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CARTER
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 21
Cloud Conditions(1st)	- 4000 FT SCATTERED	Type of Clearance	- 1700/ 80
Cloud Conditions(2nd)	- 8000 FT SCATTERED	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 425
SE LAND	Months Since - 13	Make/Model	- 42
	Aircraft Type - UNK/NR	Instrument	- 3
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 9

Instrument Rating(s) - NONE

-----Narrative-----

ON HIS FIRST FLIGHT OF THE AIRCRAFT DURING THIS CALENDAR YEAR, THE PILOT ABORTED HIS TAKEOFF. ON THE SECOND ATTEMPT HE STARTED TO ABORT BUT THE ENGINE SURGED AND THE AIRCRAFT BECAME AIRBORNE. HE STATED THAT HE CONTINUED TO HAVE A PROBLEM WITH THE ENGINE AND ATTEMPTED TO RETURN TO THE AIRPORT. WHEN IT BECAME APPARENT THAT HE COULD NOT REACH THE AIRPORT HE SELECTED A SMALL FIELD. THE AIRCRAFT SETTLED INTO THE TREES PRIOR TO REACHING THE FIELD. THE FUEL TANKS RUPTURED AND THE AIRCRAFT CAUGHT FIRE. DETERMINATION OF THE ENGINE PROBLEM COULD NOT BE MADE DUE TO EXTENSIVE FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 2697

6/12/82

PULASKI,WI

A/C Reg. No. N9011

Time (Lcl) - 1445 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

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. - 2690 6/15/82 RACINE, WI A/C Reg. No. N421CB Time (Lc1) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 421	Eng Make/Model - CONTINENTAL GTSIO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 7	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	GARY, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	RACINE, WI	HORLICK-RACINE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5805/ 100
Cloud Conditions(1st) - 300 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 2500 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2554
SE LAND, ME LAND	Months Since - 17	Make/Model- 43
	Aircraft Type - PA-34	Instrument- 122
		Multi-Eng - 768
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 329
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE EXPERIENCED MODERATE TO SEVERE TURBULENCE ENROUTE. A COUPLED ILS APPROACH WAS FLOWN WITHOUT PROBLEMS, BUT THE PLT STATED HE HAD TO WORK HARD. THE FLT BROKE OUT AT ABOUT 1,000 FT MSL & AT THIS TIME HE ACQUIRED VISUAL CONTACT WITH THE RWY. HE ESTIMATED THE VISIBILITY AT 2 MI WITH MODERATE RAIN. AT ABOUT 100 YARDS FROM THE RWY THE ACFT DROPPED & LOST AIRSPEED. THE PLT RELAXED UP ELEVATOR PRESSURE & ADDED POWER. THE ACFT STRUCK SMALL BRANCHES AT THE TOPS OF TREES & THE PLT CONTINUED THE VISUAL PORTION OF THE APPROACH. THE ACFT THEN LANDED HARD & THE RIGHT MAIN LANDING GEAR COLLAPSED. THERE IS A TERRAIN DROP-OFF NEAR THE APPROACH END OF RWY 4.

Brief of Accident (Continued)

File No. - 2690

6/15/82

RACINE, WI

A/C Reg. No. N421CB

Time (Lcl) - 1215 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - DOWNDRAFT
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2640 8/12/82 WISCONSIN DELLS,WI A/C Reg. No. N3748Z Time (Lcl) - 1440 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SIGHTSEEING(NOT PART 135)	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	1	1	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - HILLER UH12L4	Eng Make/Model - LYCOMING VO-540-2CA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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 - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 431
SE LAND	Months Since - 7	Make/Model- 354
HELICOPTER	Aircraft Type - UH-12	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 139
		Rotorcraft - 354

Instrument Rating(s) - NONE

-----Narrative-----

DURING CLIMB, AT ABOUT 200 FT AGL, THE M/R LOST RPM. DURING AUTOROTATION THE ENG RPM INCREASED BEYOND THE RED LINE WHEN THE PLT ADDED POWER. THE HELICOPTER MADE A HARD LANDING IN A RESIDENTIAL AREA. INSPECTION OF THE MERCURY CLUTCH REVEALED THAT THE EXTERIOR SURFACE OF THE CLUTCH DRUM EXHIBITED EVIDENCE OF EXCESSIVE OVERHEATING. THE INSIDE SURFACE OF THE DRUM SHOWED SEVERE GLAZING & DISCOLORATION IN THE CLUTCH SHOE WEAR AREA. THERE WERE ALSO SEVERAL CRACKS IN THE CLUTCH DRUM. THE HOUSING BEARING JOURNAL HAD EXPERIENCED SEVERE PITTING. THERE WAS ALSO SEVERE WEAR IN THE BEARING JOURNAL AREA. THE CLUTCH SHOES SHOWED SIGNIFICANT GLAZING & SURFACE CRACKING, & WERE SEVERELY WORN.

Brief of Accident (Continued)

File No. - 2640

8/12/82

WISCONSIN DELLS,WI

A/C Reg. No. N3748Z

Time (Lc1) - 1440 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VERTICAL TAKEOFF - PERFORMED - PILOT IN COMMAND
2. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - WORN
3. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - FAILURE,TOTAL

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2671 9/06/82 GENOA CITY,WI A/C Reg. No. N50318 Time (Lcl) - 2150 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						1

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-AH8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KANKAKEE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GENOA CITY,WI	VINCENT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 150
Cloud Conditions(1st) - 5000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 237
SE LAND,ME LAND	Months Since - 12	Make/Model- 45
	Aircraft Type - UNK/NR	Instrument- 84
		Multi-Eng - 16
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

RETURNING FROM A CROSS-COUNTRY FLIGHT THE PILOT OVERSHOT THE TOUCHDOWN POINT. DURING THE GO-AROUND, THE ENGINE QUIT AND THE AIRCRAFT HIT A TREE. THE PILOT STATED THAT HE DID NOT EVALUATE HIS FUEL CONSUMPTION PROPERLY.

Brief of Accident (Continued)

File No. - 2671

9/06/82

GENOA CITY, WI

A/C Reg. No. N50318

Time (Lc1) - 2150 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2643 10/16/82 STEVENS POINT,WI A/C Reg. No. N2428L Time (Lcl) - 0016 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	0	Serious	0	Minor	0	None	1
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0	0	0
Accident Occurred During -LANDING									

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DUBUQUE,IA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	STEVENS POINT,WI	STEVENS POINT
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4036/ 15
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	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 - 40	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	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 41
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT PORPOISED DURING LANDING. THE PILOT STATED THAT HE BOUNCED OFF THE MAIN GEAR THEN THE NOSE GEAR. HE THEN APPLIED POWER BUT THE AIRCRAFT CONTINUED TO BOUNCE. AFTER HE SHUT DOWN POWER TO THE ENGINE THE AIRCRAFT CONTINUED TO BOUNCE FINALLY COMING TO REST ON ITS NOSE.

Brief of Accident (Continued)

File No. - 2643

10/16/82

STEVENS POINT,WI

A/C Reg. No. N2428L

Time (Lcl) - 0016 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2782 11/27/82 SPENCER, WI A/C Reg. No. N4110E Time (Lcl) - 0810 CST

-----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	-MANEUVERING	NONE	Pass	1	0	0	0

-----Aircraft Information-----

Make/Model	- AERONCA 11CC	Eng Make/Model	- CONTINENTAL C-85-8F	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SPENCER, WI	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 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 - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 2500	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model- 250	Last 30 Days- 15
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED IN A STEEP LEFT TURN AT LOW ALTITUDE THEN IMPACTING THE GROUND STRAIGHT DOWN. BOTH PROPELLER BLADES WERE BENT BACK WITH NO EVIDENCE OF TWISTING. APPROXIMATELY 1/2 INCH OF ICE WAS FOUND IN THE FUEL LINE GASCOLATOR.

Brief of Accident (Continued)

File No. - 2782

11/27/82

SPENCER, WI

A/C Reg. No. N4110E

Time (Lc1) - 0810 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation UNKNOWN

Finding(s)

1. FUEL SYSTEM, STRAINER - ICE
-

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 MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2718 12/31/82 CASSVILLE,WI A/C Reg. No. N6594N Time (Lcl) - 1836 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
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
4

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 325/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
MOBILE,AL
Destination
PRAIRIE DUCHIENN,WI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CASSVILLE MUNI
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 450 Last 24 Hrs - 7
Make/Model- 200 Last 30 Days- UNK/NR
Instrument- 95 Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE REFUELED AT MOBILE BUT DID NOT VISUALLY CHECK THE FUEL TANKS. THE PILOT THOUGHT HE HAD 15 GALLONS OF FUEL REMAINING AT THE TIME THE ENGINE LOSS POWER. FUEL TANKS WERE SWITCHED FROM LEFT TO RIGHT AND HELD ON "HI" BOOST (AUXILIARY BOOST PUMP) FOR A FEW MOMENTS. THE ENGINE DID NOT RESTART. THE AIRCRAFT SETTLED INTO TREE AND CAME TO REST ON THE GROUND BELOW. THE EMERGENCY CHECKLIST FOR ENGINE FAILURES FOR THIS AIRCRAFT STATES THAT THE AUXILIARY FUEL PUMP SHOULD BE PLACED IN THE "ON" POSITION FOR 3-5 SECONDS THEN "OFF". THE "HI" POSITION IS USED ONLY IN THE EVENT OF AN ENGINE-DRIVEN FUEL PUMP FAILURE DURING TAKEOFF OR HIGH POWER OPERATIONS.

Brief of Accident (Continued)

File No. - 2718

12/31/82

CASSVILLE, WI

A/C Reg. No. N6594N

Time (Lcl) - 1836 CST

Occurrence LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
 2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2702 3/10/82 THERMOPOLIS,WY A/C Reg. No. N88247 Time (Lcl) - 1700 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL SURVEY	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-H2D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	THERMOPOLIS,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 282
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 235
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING IN A HAY MEADOW THE PILOT TOUCHED DOWN LONG, DUE TO A TAILWIND, AND TURNED UPHILL TO AVOID HITTING A FENCE AND DITCH. THE AIRCRAFT GROUND LOOPED BREAKING THE RIGHT WHEEL STRUT.

Brief of Accident (Continued)

File No. - 2702

3/10/82

THERMOPOLIS,WY

A/C Reg. No. N88247

Time (Lcl) - 1700 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
5. OBJECT - FENCE
6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2699

4/15/82

THAYNE,WY

A/C Reg. No. N48089

Time (Lc1) - 1053 MDT

-----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 -EXTERNAL LOAD

Flight Conducted Under -14 CFR 133

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA315B

Landing Gear - SKID

Max Gross Wt - 4300

No. of Seats - 5

Eng Make/Model - TURBO MECA ARTOUSTE IIIB

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 562 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/010 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

AFTON,WY

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 29

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 - 3270

Make/Model- 500

Instrument- 0

Multi-Eng - 70

Last 24 Hrs - UNK/NR

Last 30 Days- 0

Last 90 Days- 50

Rotorcraft - 2900

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS HOVERING TO PICK UP A SLING LOAD WHEN A LOUD BANG WAS HEARD AND THE AIRCRAFT BEGAN TO SPIN COUNTER CLOCKWISE. INVESTIGATION REVEALED THAT THE TAIL ROTOR DRIVE SHAFT HAD BROKEN. "EXAMINATION OF THE SHAFT BREAK DISCLOSED A SMALL FRACTURE REGION TYPICAL OF FATIGUE CRACKING."

Brief of Accident (Continued)

File No. - 2699

4/15/82

THAYNE,WY

A/C Reg. No. N48089

Time (Lc1) - 1053 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - CRACKED
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2651 4/30/82 WHEATLAND,WY A/C Reg. No. N6695P Time (Lcl) - 1930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-APPROACH		Pass 0	3	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PHIFER
Wind Dir/Speed	- 020/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- 08
Cloud Conditions(1st)	- 20000 FT SCATTERED	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- NONE	- 4124/ 75
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- VISUAL FULL CIRCUIT	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 317	Last 24 Hrs - 4
SE LAND	Months Since - 9	Make/Model - 310	Last 30 Days - 0
	Aircraft Type - PA-24	Instrument - 0	Last 90 Days - 57

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A TREE APPROXIMATELY 1/2 MI FROM THE APPROACH END OF RWY 08. NO FUEL WAS ON BOARD THE ACFT. THE GEAR WERE DOWN & THE FLAPS WERE IN THE 10 DEG POSITION.

Brief of Accident (Continued)

File No. - 2651

4/30/82

WHEATLAND,WY

A/C Reg. No. N6695P

Time (Lcl) - 1930 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----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. - 2705 8/09/82 AFTON,WY A/C Reg. No. N10067 Time (Lcl) - 1530 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER
Flight Conducted Under -14 CFR 133
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA-315B
Landing Gear - SKID
Max Gross Wt - 4300
No. of Seats - 5

Eng Make/Model - TURBO-MECA ARTOUSTE IIIB
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 562 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- UNK/NR
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6350	Last 24 Hrs	- 5
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	187	Last 90 Days-	200
Multi-Eng	- 20	Rotorcraft	- 5330

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EN ROUTE DURING A SEISMIC OPERATION A LOUD SCREECHING, GRINDING SOUND WAS HEARD. THE PILOT REPORTED THE AIRCRAFT SEEMED TO BUCK. A LONG FLAME EMITTING FROM THE AFT END OF THE AIRCRAFT WAS OBSERVED BY WITNESSES. THE ENGINE CEASED AND THE AIRCRAFT CRASHED INTO TREES. ENGINE DISASSEMBLY REVEALED SUBSTANTIAL INTERNAL DAMAGE TO THE AFT AXIAL COMPRESSOR BEARING, AXIAL COMPRESSOR BLADES AND DIFFUSER BLADES. TWO SECTIONS OF THE NO.3 STATOR BLADE WERE EXAMINED AND REVEALED SURFACE MARKINGS INDICATIVE OF FATIGUE.

Brief of Accident (Continued)

File No. - 2705

8/09/82

AFTON,WY

A/C Reg. No. N10067

Time (Lc1) - 1530 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. COMPRESSOR ASSEMBLY - FAILURE,TOTAL
 2. COMPRESSOR ASSEMBLY, BLADE - FATIGUE
 3. COMPRESSOR ASSEMBLY - FIRE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2720 11/26/82 AFTON,WY A/C Reg. No. N24378 Time (Lcl) - 1525 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious
Accident Occurred During	-LANDING			0	Minor
				0	None
				0	1
				0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- CALM	AFTON MUNICIPAL	
Visibility	- 80.0 SM	Runway Ident	- 34
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 4200/ 45
Cloud Conditions(2nd)	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- ICE
Precipitation	- NONE		SNOW - COMPACTED
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 19
	Months Since - N/A	Make/Model	- 19
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 2
		Last 30 Days	- 19
		Last 90 Days	- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE TOUCHED DOWN ON THE SNOW COVERED RUNWAY AND THE BRAKES WERE FROZEN. THE AIRCRAFT HIT BARE PAVEMENT AND VEERED TO THE LEFT. WHEEL DROPPED OFF EDGE OF RUNWAY INTO A SNOW BANK. THE AIRCRAFT NOSED OVER. AN INTERVIEW WITH THE PILOT REVEALED THAT THE PILOT HAD TAXIED AND TAKEN OFF THROUGH PATCHES OF SLUSH. THE AIRCRAFT WAS EQUIPPED WITH WHEEL PANTS.

Brief of Accident (Continued)

File No. - 2720

11/26/82

AFTON, WY

A/C Reg. No. N24378

Time (Lcl) - 1525 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
 3. DIRECTIONAL CONTROL - INADVERTENT - PILOT IN COMMAND
 4. TERRAIN CONDITION - SNOW COVERED
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 6. TERRAIN CONDITION - SNOWBANK
-

-----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

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6879



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