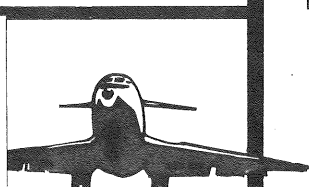


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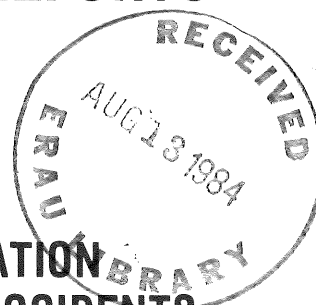


NATIONAL TRANSPORTATION SAFETY BOARD

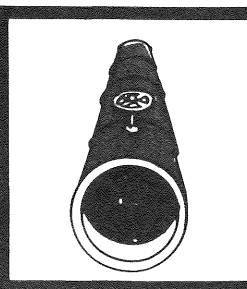
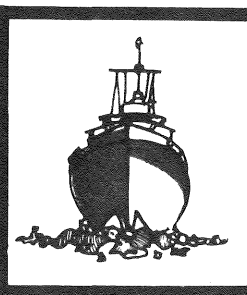
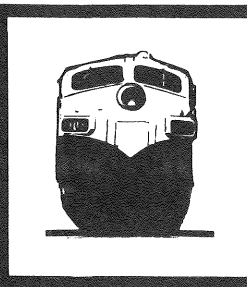
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

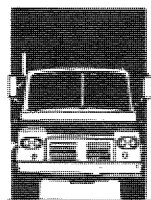
**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 15 OF 1982 ACCIDENTS**



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p align="center">File Numbers: 2801 thru 3000</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWARD

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

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

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

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

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

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

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

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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 2801 Through 3000
Issue Number 15

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	176	64	144
Part 135 (Air Taxi)	17	4	10
Part 135 (Commuter)	4	1	8
Part 121 (Air Carrier)	3	2	3
	<hr/>	<hr/>	<hr/>
Totals	200	71	165

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 2801 Through 3000
Issue Number 15

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)	150	53	118
Fixed-Wing (Multi-Engine)	32	12	37
Rotorcraft	18	6	10
Glider	0	0	0
Balloon	0	0	0
Blimp/Dirigible	0	0	0
Totals	200	71	165

File Order Listing - Issue No. 15, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2801	N2363	120982	6 N.W. HALF MOON BAY, CA	PITTS	S1C	NONE	102
2802	N67145	123182	CLEARLAKE, CA	PIPER	PA-28-180	FATAL	108
2803	N86041	110982	SCOTTSDALE, AZ	CESSNA	T337D	FATAL	64
2804	N2627U	111282	WICHITA, KS	CESSNA	501	NONE	194
2805	N6943M	111382	LYNNWOOD, WA	STINSON	108-3	FATAL	376
2806	N500FL	111782	SHARON, KS	PIPER	PA-28-140	FATAL	196
2807	N67JH	082282	GREENWOOD, MS	AERONCA	7AC	FATAL	250
2808	N739FZ	111082	BEULAH, ND	CESSNA	172	MINOR	276
2809	N4030C	051282	BENSON, MN	HILLER	12E	NONE	236
2810	N6588E	121082	NEENAH, WI	CESSNA	175	NONE	392
2811	N256B	121182	KALAMAZOO, MI	COLONIAL	C-1	NONE	230
2812	N6837J	050982	MILWAUKEE, WI	PIPER	PA-32-300	MINOR	380
2813	N2152J	041682	HINTON, OK	BELL	222	FATAL	310
2814	N24639	101182	LANSING, MI	BEECH	A24R	FATAL	222
2815	N68081	120982	NEAR KLAUOCK, AK	DEHAVILLAND	DHC-2	FATAL	32
2816	N81029	051282	SANFORD, ME	PIPER	PA-28-161	SERIOUS	212
2816	N53442	051282	SANFORD, ME	CESSNA	172P	SERIOUS	214
2817	N95C	060682	ST. PETERSBURG, FL	DOUGLAS	DC-3C	SERIOUS	130
2818	N3599E	112082	WAMEGO, KS	CESSNA	172	FATAL	198
2819	N6049B	112782	10 M.N. OF GILROY, CA	BEECH	23	FATAL	94
2820	N1108T	070282	JENNER, CA	HUGHES	369B	NONE	82
2821	N3997P	071082	KEY LARGO, FL	PIPER	PA-18	FATAL	132
2822	N6234L	071382	CHARLESTON, SC	CESSNA	152	FATAL	332
2823	N7584V	071482	CROSS FORK, PA	CESSNA	177RG	FATAL	322
2824	N2239J	122682	SCAPPOOSE, OR	CESSNA	150G	NONE	320

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2825	N3803M	122982	KAMIS, UT	BEECH	V35B	NONE	364
2826	N2750D	123182	11MI. SO.OFTELLURIDE, CO	BELL	206B	MINOR	124
2827	N7346F	120982	DENVER, CO	BOEING	737-291	NONE	122
2828	N68291	123182	CHUGIAK, AK	CESSNA	152	NONE	36
2829	N6207L	122482	DELMAR, MD	GRUMMAN	AA1B	FATAL	210
2830	N3091B	120882	LEWELLEN, NE	CESSNA	195B	NONE	278
2831	N4981P	121982	STUART, FL	PIPER	PA-23	NONE	154
2832	N89838	120982	ALLIANCE, NE	CESSNA	140	NONE	280
2833	N3273U	120582	OLATHE, CO	CESSNA	182F	NONE	120
2834	N94DC	121882	NEAR PORT ALSWORTH, AK	DEHAVILLAND	DHC-2	NONE	34
2835	N52742	121382	PHENIX CITY, AL	CESSNA	182	NONE	42
2836	N1685X	122782	VALDOSTA, GA	CESSNA	210	NONE	164
2837	N78TV	122082	LITTLE ROCK, AR	CESSNA	421C	NONE	50
2838	N7325F	121582	SOLGOHACHIA, AR	PIPER	PA-28-140	MINOR	48
2839	1829R	120282	VENICE, LA	CESSNA	185	NONE	202
2840	N90773	121182	NASHVILLE, TN	ROBINSON	R-22	NONE	338
2841	N54667	121282	KATY, TX	CESSNA	172	NONE	356
2842	N90876	121582	CHEMULT, OR	HUGHES	369HS	MINOR	316
2843	N9742T	121182	NEWBURGH, NY	CESSNA	T303	NONE	290
2844	N62635	121382	FALL RIVER, MA	PIPER	PA-23-250	NONE	208
2845	N6532F	123182	KEARNEY, NE	CESSNA	172	MINOR	284
2846	N297EB	121582	DEFIANCE, OH	CESSNA	T210	FATAL	306
2847	N42098	071882	EASTOVER, NC	PIPER	J3C-65	SERIOUS	270
2848	N2676A	092582	SUGARGROVE, IL	CESSNA	340A	FATAL	178
2849	N958MC	100882	ALLENDAL, SC	BEECH	58	NONE	334

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2850	N2221N	111582	MORRISVILLE, VT	PIPER	PA-28-161	NONE	372
2851	N2649L	110682	CLARION, PA	CESSNA	172H	NONE	326
2852	N141PM	113082	NEW HAVEN, CT	FOKKER	F-27-100	NONE	126
2853	N113WA	012382	BOSTON, MA	MCDONNELL DO	DC-10-30	FATAL	204
2854	N2780D	111782	ELIM, AK	CESSNA	170B	SERIOUS	28
2855	N7733V	110482	BULLHEAD CITY, AZ	CESSNA	177RG	NONE	62
2856	N6324X	112182	PASADENA, CA	BELL	47D1	NONE	92
2857	N6855F	121682	DEWITT, NE	PIPER	PA-32R-300	NONE	282
2858	N732BQ	112882	13 SE OF LINDEN, CA	CESSNA	T210L	FATAL	98
2859	N9846T	121182	RENTON, WA	CESSNA	172A	SERIOUS	378
2860	N5686Z	121782	NORTH PLAINS, OR	ENSTROM	280C	FATAL	318
2861	N7228Q	123082	BATESVILLE, MS	CESSNA	182P	NONE	252
2862	N5RU	121282	NORCO, CA	RAND	KR-2	FATAL	104
2863	N26170	123082	RUBIDOUX, CA	PIPER	J-3	NONE	106
2864	N2066J	120182	SANTA RITA, MT	CESSNA	T188C	NONE	262
2865	N756AX	121782	BILLINGS, MT	CESSNA	TR182	NONE	266
2866	N30RA	120182	MILES CITY, MT	CESSNA	310R	NONE	264
2867	N732HM	122082	PHOENIX, AZ	CESSNA	T210L	MINOR	70
2868	N39487	121982	SULLIVAN, MO	PIPER	PA-32RT	NONE	244
2869	N761CH	121582	PHOENIX, AZ	CESSNA	T210M	MINOR	68
2870	N125GH	072582	MESA, AZ	HALLQUIST	THUNDERBOL	SERIOUS	54
2871	N714SQ	101082	NULATO, AK	CESSNA	150	FATAL	26
2872	N4481L	121782	NEAR RAMEY, PR	CESSNA	172	NONE	330
2873	N6875H	110882	NEAR MELBOURNE, FL	PIPER	J-3	NONE	144
2874	N1HQ	110582	MISSING AIRCRAFT, UN	BEECH	65-B80	FATAL	360

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2875	N739WY	102482	FT. MYERS, FL	CESSNA	172	MINOR	140
2876	N4956L	102782	BUCKINGHAM, PA	PIPER	PA-28-180	NONE	324
2877	N10517	081082	16NM NO. OF PIERCE, ID	CONDOR	150L	MINOR	166
2878	N2633L	110882	BIRMINGHAM, AL	CESSNA	172H	SERIOUS	40
2879	N26857	112282	NEAR ST. CLOUD, FL	BEAGLE	206	NONE	148
2880	N2727T	112482	TITUSVILLE, FL	BEECH	35	NONE	150
2881	N95897	121182	OCDEE, FL	CESSNA	182Q	NONE	152
2882	N129SC	122382	FT. BENNING, GA	CESSNA	152	NONE	162
2883	N3380Q	122382	FORT PAYNE, AL	CESSNA	421B	NONE	44
2884	N918JS	120482	DEWITT, MI	CGS AVIATION	HAWK	FATAL	228
2885	N4967G	052782	MILFORD, MI	CESSNA	172N	FATAL	218
2886	N52333	101682	CONYERS, GA	CESSNA	182P	FATAL	158
2887	N63836	110482	NEAR MYAKKA CITY, FL	CESSNA	172P	FATAL	142
2888	N9133T	070582	NORTH CASTLE, NY	BEECH	B23	MINOR	288
2889	N707GB	111182	MIAMI, FL	BOEING	707-300	FATAL	146
2890	N13785	100582	LAKE PLACID, FL	PIPER	PA-23-250	FATAL	138
2891	N122EF	102382	SEYMOUR, IN	C. EFF	VARI-EZE	FATAL	192
2892	N59572	071082	38 SE BARROW, AK	BELL	212	MINOR	8
2893	N58214	012682	10MI. NW WALSENBURG, CO	HUGHES	369D	MINOR	110
2894	N204Z	100582	NR. ENGLEWOOD, CO	BELL	47G3B	NONE	114
2895	N3974G	092382	NENANA, AK	CESSNA	U206	NONE	22
2896	N1084X	083082	EGEGIK, AK	PIPER	PA-32-300	NONE	16
2897	N7745Q	070982	ELIM, AK	CESSNA	310	NONE	6
2898	N1961A	122282	LEE'S SUMMIT, MO	PIPER	PA-20	NONE	246
2899	N75225	020582	LAMBSBURG, VA	PIPER	PA-32R-300	FATAL	368

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2900	N6079N	042482	GREENWATER, WA	BEECH	23	FATAL	374
2901	N60460	082282	KODIAK, AK	CESSNA	150	NONE	14
2902	N9415K	120182	HOOD RIVER, OR	STINSON	108-2	NONE	314
2903	N5271E	110682	NEAR IRWIN, ID	CESSNA	180B	FATAL	168
2904	N61775	081382	STRONGVILLE, OH	CESSNA	172	NONE	294
2905	N7386D	081782	MEEKER, CO	BEECH	60	NONE	112
2907	N76078	090582	NEAR KIPNUK, AK	CESSNA	207A	NONE	20
2908	N3129R	100782	GILLETTE, WY	HELIO	H-395	NONE	396
2909	N9611S	112282	ERIE, CO	BELLANCA	7ECA	NONE	118
2910	N4253D	110682	CUT BANK, MT	BEECH	G35	NONE	260
2911	N756CK	122282	LANDER, WY	CESSNA	TR182	NONE	398
2912	N21008	122482	AFTON, WY	CESSNA	182	NONE	400
2913	N9607	120682	CHUGIAK, AK	ENSTROM	F-28A	MINOR	30
2914	N6803A	101582	INDIANAPOLIS, IN	PIPER	PA-23-250	NONE	190
2916	N714PW	111882	MIDDLETOWN, OH	CESSNA	150	NONE	300
2917	N6477P	122282	RIDOTT, IL	CESSNA	152	NONE	186
2918	N8292Y	120282	PALO ALTO, CA	PIPER	PA-34-200T	NONE	100
2919	N8442T	061582	HARTSHORNE, OK	PIPER	PA-32R-301	FATAL	312
2920	N60PS	070982	DOWNERS GROVE, IL	CESSNA	182	NONE	172
2921	N956W	072882	CARROLLTON, IL	SIAI MARCHET	S.205-22/R	MINOR	176
2922	N72HQ	072782	NOBLE, IL	Q-BERRY	HAWK	NONE	174
2923	96142	012782	LAGUNITAS, CA	BELL	UH1B	FATAL	72
2924	N5698M	072982	SPRING GREEN, WI	ENSTROM	280C	NONE	382
2925	N3683Q	073182	GRANTSBURG, WI	BEECH	A23A	NONE	384
2926	N5301D	110782	PORT HOPE, MI	CESSNA	172	NONE	224

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2927	N9701F	092782	KARLUK, AK	FAIRCHILD	C-82A	NONE	24
2928	N3093T	072882	MCKINLEY NAT'L. PARK, AK	PIPER	PA-32-300	MINOR	10
2929	N18120	052082	DILLON, MT	CESSNA	150	NONE	256
2930	N9561K	061782	NEAR EKWOK, AK	PIPER	PA-32-300	NONE	4
2931	N9763X	010782	HELENA, MT	CESSNA	210	FATAL	254
2932	N99WM	021382	HOLLISTER, CA	CESSNA	172K	FATAL	76
2933	N1433J	021382	NEAR LOS BANOS, CA	ROCKWELL	112A	FATAL	74
2934	N19659	060582	MEINERS OAKS, CA	CESSNA	172L	FATAL	80
2935	N3232M	052582	EVANSVILLE, IN	CESSNA	310R	NONE	188
2936	N222PC	062082	DELAWARE, OH	PETER CLARK	SUPER ACRO	SERIOUS	292
2937	N813A	111782	BLACK RIVER FALLS, WI	PIPER	PA-22	MINOR	390
2938	N6246J	110182	MARSHALL, MN	PIPER	PA-28-181	SERIOUS	240
2939	N133TS	042982	PORTLAND, TX	SMITH	AEROSTAR 6	MINOR	344
2940	N9697C	051282	LORENZO, TX	PIPER	PA-28-161	FATAL	346
2941	N1482W	053182	FAIRFIELD, TX	BELL	206B	FATAL	348
2942	N5718M	060982	GRAYLING, AK	CESSNA	402B	NONE	2
2943	N367OW	070582	BROADUS, MT	PIPER	PA-32-260	NONE	258
2944	N104P	072882	MILCREEK CANYON, UT	VARIEZE		FATAL	362
2945	N3513R	110882	JUNNEL HILL, GA	BEECH	A23	FATAL	160
2946	N7730C	111782	NEW HUDSON, MI	PIPER	PA-28-151	SERIOUS	226
2947	N4606U	112082	SODA SPRINGS, ID	CESSNA	TU206G	FATAL	170
2948	N1886G	081782	LEWES, DE	CHAMPION	7ECA	FATAL	128
2949	N3728H	082482	CARTHAGE, ME	ERCO	415C	FATAL	216
2950	N56311	110582	SCHAUMBURG, IL	PIPER	PA-28-140	NONE	182
2951	N78309	110782	BOSTON HEIGHTS, OH	TEMCO	GC-1B	SERIOUS	298

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2952	N69HD	111682	RED WING, MN	QUICKIE		NONE	242
2953	N9354A	121882	SANDWICH, IL	SCORPION TOO		FATAL	184
2954	N463RF	092782	BAY MINNETTE, AL	GRUMMAN	G-164	SERIOUS	38
2955	N9JR	080382	OSHKOSH, WI	STARDUSTER	II	FATAL	386
2955	NX5148	080382	OSHKOSH, WI	CORBEN	"B" BABY A	FATAL	388
2956	N5518Q	091082	HOUGHTON, MI	MOONEY	M20E	FATAL	220
2957	N4167T	052782	CHANDLER, AZ	CESSNA	320D	FATAL	52
2958	N67707	112882	RAMONA, CA	CESSNA	152	FATAL	96
2959	N8606Z	111982	NEAR SHAFTER, NV	CESSNA	P206B	FATAL	286
2960	N3357S	083082	CLARKS POINT, AK	CESSNA	A185F	FATAL	18
2961	N736NA	102082	LEMONT, IL	CESSNA	R182	FATAL	180
2962	N5752W	042282	INTRACOASTAL CITY, LA	BELL	212	FATAL	200
2963	N736EY	071782	HAPPY CAMP, CA	CESSNA	TR182	FATAL	84
2964	N9263A	090482	BRUNSWICK, GA	CESSNA	170A	FATAL	156
2965	N5111E	050882	MOJAVE, CA	CESSNA	172	NONE	78
2966	N98931	082182	PHOENIX, AZ	PIPER	PA-12	NONE	56
2967	N777EJ	090482	SUSANVILLE, CA	VARIEZE	HAMLIN	FATAL	86
2968	N1851A	092682	CASA GRANDE, AZ	PIPER	PA-18	FATAL	60
2969	N8562F	092782	SOLEDAD, CA	BELL	47G-5	NONE	88
2970	N3580D	041882	SAN ANTONIO, TX	PIPER	PA-31-350	FATAL	340
2971	N7399A	120582	FOSTORIA, OH	CESSNA	A150	NONE	304
2972	N6502T	042782	ROANOKE, TX	BEECH	B23	FATAL	342
2973	N1498U	112882	WILLIAMSPORT, PA	CESSNA	172M	MINOR	328
2974	N29528	120182	MEDINA, OH	CESSNA	177	FATAL	302
2975	N6332P	101082	ST. CLOUD, MN	CESSNA	152	NONE	238

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File Number -----	Aircraft Regist. -----	Date -----	Location / -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2976	N4KF	112282	ENGLEWOOD, CO	SCORPION	133	FATAL	116
2977	N30845	081982	MINFORD, OH	CESSNA	177	SERIOUS	296
2978	N2620L	010382	ASHLAND, VA	CESSNA	414A	FATAL	366
2979	N8432X	051082	SUNBURG, MN	CESSNA	172C	FATAL	234
2980	N7243W	121482	MIDLAND, VA	PIPER	PA-28-180	NONE	370
2981	N4582H	080482	ANCHORAGE, AK	PIPER	PA-17	NONE	12
2982	N28820	100382	DENVER, NC	GRUMMAN	AA-5B	NONE	272
2983	N2114D	062482	FORT WORTH, TX	PIPER	PA-28-236	NONE	350
2984	N53309	072282	TEXLINE, TX	CESSNA	A188B	NONE	354
2985	N5762N	070482	MEXIA, TX	GREAT LAKES	2T-1A-2	NONE	352
2986	N5637L	071282	MISSING AIRCRAFT, UN	GRUMMAN	AA-1	FATAL	358
2987	N98059	090982	KEYENTA, AZ	PIPER	PA-28-140	NONE	58
2988	N1777E	121882	GAYLORD, MI	CESSNA	310R	NONE	232
2989	N8091E	092682	OAK HILL, FL	CESSNA	172N	SERIOUS	136
2990	N57507	073182	AGAWAM, MA	BELLANCA	7KCAB	SERIOUS	206
2991	N49863	092082	FT. MYERS, FL	CESSNA	152	SERIOUS	134
2992	N3136T	122582	DAYTON, OH	CESSNA	177	SERIOUS	308
2993	N2941Q	122682	BATES CITY, MO	PIPER	PA-28R-201	FATAL	248
2994	N734MU	120682	CASA GRANDE, AZ	CESSNA	172N	SERIOUS	66
2995	N8690E	092682	BERKELEY SPRINGS, WV	PIPER	PA-32-R-30	FATAL	394
2996	N19488	120682	SNOW HILL, NC	CESSNA	150L	NONE	274
2997	N5750V	051082	KINGSTON, TN	BEECH	A23-24	NONE	336
2998	N5957K	032982	HUGHES, AR	GULFSTREAM A	690C	FATAL	46
2999	N8113Z	041682	HENDERSONVILLE, NC	CESSNA	210-5	FATAL	268
3000	N7856Q	102482	UPLAND, CA	CESSNA	402B	NONE	90

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 15 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2942 6/09/82 GRAYLING,AK A/C Reg. No. N5718M Time (Lcl) - 1020 ADT

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

Fire
NONE

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

Make/Model - CESSNA 402B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-EB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 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- 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
BETHEL,AK
Destination
GRAYLING,AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GRAYLING
Runway Ident - 33
Runway Lth/Wid - 2500/ 100
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	5522	Last 24 Hrs - 0
Make/Model-	104	Last 30 Days- 0
Instrument-	539	Last 90 Days- 10
Multi-Eng -	2724	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN LANDING GEAR COLLAPSED DURING LANDING ROLLOUT. PART OF THE LANDING GEAR SYSTEM FAILED IN SHEAR OVERSTRESS.

Brief of Accident (Continued)

File No. - 2942

6/09/82

GRAYLING, AK

A/C Reg. No. N5718M

Time (Lc1) - 1020 ADT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED
 2. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2930 6/17/82 NEAR EKWOK,AK A/C Reg. No. N9561K Time (Lcl) - 1500 ADT

-----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
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1
					3

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EKWOK,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEW STUYAWOK,AK	EKWOK
Wind Dir/Speed- 045/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3500 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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3285
SE LAND,ME LAND,SE SEA	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - C-206	Make/Model- 400
		Instrument- UNK/NR
		Multi-Eng - 280
		Last 30 Days- 90
		Last 90 Days- 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE A FORCED LANDING WHEN POWER WOULD NOT DEVELOP MORE THAN 1500 RMP. TAKEOFF AND CLIMB HAD BEEN NORMAL UP TO 1000 FEET WHEN THE ENGINE BEGAN TO LOSE POWER. SINCE NOT ENOUGH POWER WAS AVAILABLE TO CONTINUE FLIGHT A LANDING WAS MADE IN THE TUNDRA. THE BENDIX FUEL SERVO, RSA-10ED1, WAS FOUND TO BE OUT OF ADJUSTMENT. THE REGULATOR STEM NUT WAS LOOSE AND BACKED OFF TO THE END OF THE STEM. HOW THIS CONDITION DEVELOPED IS NOT KNOWN.

Brief of Accident (Continued)

File No. - 2930

6/17/82

NEAR EKWOK, AK

A/C Reg. No. N9561K

Time (Lc1) - 1500 ADT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - UNDETERMINED
-

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

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

Finding(s)

2. TERRAIN CONDITION - WET
 3. TERRAIN CONDITION - SOFT
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2897 7/09/82 ELIM, AK A/C Reg. No. N7745Q Time (Lcl) - 2048 BDT

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

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

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

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL IO-470-V9	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NONE, AK	ELIM
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1975/ 60
Cloud Conditions(1st) - 4000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5280
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 280
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 355
		Multi-Eng - 280

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS AT VMC WHEN HE SAW THE RIGHT ENG FUEL FLOW NEEDLE SPLIT AWAY FROM THE LEFT FUEL FLOW NEEDLE & THE ACFT STARTED TO SWERVE RIGHT. THE TAKEOFF WAS ABORTED & THE ACFT RAN OFF THE END OF THE RWY. THE RWY WAS HEAVILY RUTTED & ACFT HAD TO USE THE LEFT SIDE OF THE RWY FOR ABOUT 3/4 OF ITS LENGTH. THE ENG CONTROL FRICTION WAS SET SUCH THAT THE THROTTLES MOVED WITH LITTLE EFFORT. THE PLT STATED HE USES LITTLE FRICTION ON THE ENG CONTROLS.

Brief of Accident (Continued)

File No. - 2897

7/09/82

ELIM,AK

A/C Reg. No. N7745Q

Time (Lc1) - 2048 BDT

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

Finding(s)

1. AIRPORT FIRE/RESCUE SERVICE - ROUGH/UNEVEN
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2892 7/10/82 38 SE BARROW, AK A/C Reg. No. N59572 Time (Lcl) - 1820 ADT

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

Type Operating Certificate-AIR CARRIER ON-DEMAND AIR TAXI Type of Operation -NON SCHED,DOMESTIC,PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal 0 0	Injuries Serious Minor 0 0 0 3	None 1 2
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-----Aircraft Information-----

Make/Model - BELL 212 Landing Gear - SKID Max Gross Wt - 11200 No. of Seats - 7	Eng Make/Model - P & W PT-6-T-3 Number Engines - 2 Engine Type - TURBOSHAFT Rated Power - 900 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- 060/012 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 600 FT OVERCAST Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point REMOTE LOCATION Destination LOCAL ATC/Airspace Type of Flight Plan - UNK/NR Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
--	--	---

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI,ATP SE LAND,ME LAND HELICOPTER	Age - 57 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - B-212	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 20356 Last 24 Hrs - 7 Make/Model- 1784 Last 30 Days- 96 Instrument- 700 Last 90 Days- 96 Multi-Eng - 3500 Rotorcraft - 9000
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Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE EXECUTING A PRECAUTIONARY LANDING AFTER HEARING A SCREECHING SOUND THE PLT LOST DIRECTIONAL CONTROL & THE HELICOPTER LANDED WHILE SPINNING. EXAMINATION REVEALED THAT THE PRIMARY TAIL ROTOR DRIVESHAFT QUILL COUPLING HAD FAILED. THE 204-040-604-5 FEMALE COUPLING HAD EXPERIENCED HIGH TEMPERATURES DURING OPERATION. CADMIUM PLATING HAD BEGUN TO MELT ON EXTERIOR SURFACES. VISUAL OVERHEAT INDICATOR STRIPES REQUIRED BY THE COMPONENT REPAIR & OVERHAUL MANUAL WERE NOT PRESENT ON THE FEMALE COUPLING. THE 204-040-603-9 MALE COUPLING HAD EXTENSIVE HEAT & MECHANICAL DAMAGE.

Brief of Accident (Continued)

File No. - 2892

7/10/82

38 SE BARROW, AK

A/C Reg. No. N59572

Time (Lc1) - 1820 ADT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - OVERTEMPERATURE
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL

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

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

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, SKID ASSEMBLY - OVERLOAD
4. LANDING GEAR, SKID ASSEMBLY - FAILURE, TOTAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2928 7/28/82 MCKINLEY NAT'L. PARK, AK A/C Reg. No. N3093T Time (Lcl) - 1510 ADT

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MCKINLEY PARK, AK	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	Type of Flight Plan	- N/A
Cloud Conditions(2nd)	Type of Clearance	Runway Surface
Obstructions to Vision	Type Apch/Lndg	- N/A
Precipitation		
Condition of Light		

-----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	- 8500
SE LAND, ME LAND	Months Since - 1	Make/Model	- 300
	Aircraft Type - UNK/NR	Instrument	- 900
		Multi-Eng	- 4000
		Last 24 Hrs	- 7
		Last 30 Days	- UNK/NR
		Last 90 Days	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FLYING OVER ONE GLACIER AT ABOUT 700 FEET AGL AND TURNED TO FLY TO ANOTHER UPSLOPE GLACIER. HE ENCOUNTERED A DOWNDRAFT AND WAS UNABLE TO CLIMB ENOUGH TO AVOID COLLIDING WITH THE GLACIER. THE ELEVATION OF THE CRASH SITE WAS ABOUT 6600 FT MSL.

Brief of Accident (Continued)

File No. - 2928

7/28/82

MCKINLEY NAT'L. PARK, AK

A/C Reg. No. N3093T

Time (Lc1) - 1510 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - DOWNDRAFT
5. TERRAIN CONDITION - RISING
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - ICY
8. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2981

8/04/82

ANCHORAGE, AK

A/C Reg. No. N4582H

Time (Lc1) - 0840 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-17

Eng Make/Model - CONTINENTAL C-65

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1650

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 65 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/005 KTS

Visibility - 60.0 SM

Cloud Conditions(1st) - 23000 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

ON AIRPORT

Airport Data

MERRILL FIELD

Runway Ident - 24

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 335

Make/Model- 8

Instrument- 45

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING WITH A LIGHT CROSSWIND, THE AIRCRAFT VEERED TO THE RIGHT AND THE LEFT GEAR COLLAPSED. THERE WAS NO EVIDENCE OF A PRE-ACCIDENT MALFUNCTION OF FAILURE.

Brief of Accident (Continued)

File No. - 2981

8/04/82

ANCHORAGE, AK

A/C Reg. No. N4582H

Time (Lc1) - 0840 ADT

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

Finding(s)

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

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2901 8/22/82 KODIAK, AK A/C Reg. No. N60460 Time (Lcl) - 1900 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200
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- 160/025 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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 - 47
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 627
Make/Model- 590
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF FROM A GRAVEL BAR THAT WAS SURROUNDED BY HIGHER TERRAIN. REPORTEDLY, THE WIND WAS CALM UNTIL AFTER LIFT-OFF, THEN A STRONG CROSSWIND WAS ENCOUNTERED AS THE PLANE CLEARED HIGHER TERRAIN. THE PILOT REPORTED THAT THE PLANE WAS HIT BY THE CROSSWIND AND WAS PUSHED INTO A TREE TOP.

Brief of Accident (Continued)

File No. - 2901

8/22/82

KODIAK, AK

A/C Reg. No. N60460

Time (Lcl) - 1900 ADT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. WEATHER CONDITION - CROSSWIND
-

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

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

6. 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) 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. - 2896 8/30/82 EGEGIK,AK A/C Reg. No. N1084X Time (Lcl) - 1445 ADT

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	BARTLETT'S STRIP	
Wind Dir/Speed	- 180/020 KTS	Runway Ident	- 11
Visibility	- 10.0 SM	Runway Lth/Wid	- 1200 -UNK/NR
Cloud Conditions(1st)	- 800 FT OVERCAST	Runway Surface	- DIRT
Cloud Conditions(2nd)	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE		
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)	
ATP,CFI	Current - YES	Total	- 3013
SE LAND,ME LAND	Months Since - 1	Make/Model	- 97
	Aircraft Type - PA-32	Instrument	- 133
		Multi-Eng	- 74
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 381

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFT-OFF FROM A SOFT MUDDY STRIP THE PLT ENCOUNTERED A 30 KNOT CROSSWIND EDDYING BEHIND A BUILDING HE WAS PASSING & SETTLED INTO ALDER TREES BEYOND THE DEPARTURE END OF THE STRIP.

Brief of Accident (Continued)

File No. - 2896

8/30/82

EGEGIK,AK

A/C Reg. No. N1084X

Time (Lc1) - 1445 ADT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2960 8/30/82 CLARKS POINT, AK A/C Reg. No. N3357S Time (Lcl) - 1945 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA A185F
Landing Gear - AMPHIBIAN
Max Gross Wt - 3265
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520D(24)
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- 225/020 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 1000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DILLINGHAM, AK
Destination

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CLARKS POINT
Runway Ident - 26
Runway Lth/Wid - 2730/ 100
Runway Surface - GRAVEL
Runway Status - WET
SOFT

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

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

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 59	Last 24 Hrs	- 1
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED FLYING AT LOW ALTITUDE NEAR THE SHORE LINE OF THE BAY NEAR CLARKS POINT. AT ONE POINT IN THE FLIGHT, WHICH HAD BEEN ERRATIC SINCE TAKEOFF, THE AIRCRAFT PULLED UP INTO A VERTICAL CLIMB STALLED AND SPUN TO THE WATER. THE PILOT WAS A STUDENT PILOT WITH LITTLE EXPERIENCE. NO MALFUNCTIONS OF THE EQUIPMENT WAS FOUND. TWO TOXICOLOGICAL EXAMINATIONS OF THE PILOT'S BLOOD WERE MADE, ONE INDICATED 0.208% ALCOHOL, THE OTHER INDICATED AN ALCOHOL LEVEL OF 226MG/DL. THERE WAS NO RECORD OF THE PILOT HAVING FLOWN BETWEEN 5/19/82 AND 8/30/83. THE STUDENT HAD NOT BEEN ENDORSED OR APPROVED TO FLY THE CESSNA 180/185 AIRPLANE.

Brief of Accident (Continued)

File No. - 2960

8/30/82

CLARKS POINT, AK

A/C Reg. No. N3357S

Time (Lc1) - 1945 ADT

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. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - 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) 1,2,4,5

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. - 2907 9/05/82 NEAR KIPNUK,AK A/C Reg. No. N76078 Time (Lcl) - 1145 ADT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	SUBSTANTIAL					
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	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	0

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	BETHEL,AK	
Completeness	- N/A	Destination	
Basic Weather	- VMC	KIPNUK,AK	
Wind Dir/Speed	- VARIABLE-UNK/NR	Airport Data	
Visibility	- 30.0 SM	Runway Ident	- N/A
Cloud Conditions(1st)	- 1500 FT	Runway Lth/Wid	- N/A
Cloud Conditions(2nd)	- UNK/NR	Runway Surface	- N/A
Obstructions to Vision	- NONE	Runway Status	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1225	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 3	Make/Model- 232	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 90	Last 90 Days- 231
		Multi-Eng - UNK/NR	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT LOST OIL PRESSURE WHILE HE WAS IN NORMAL CRUISE. SHORTLY THEREAFTER, THE ENGINE BEGAN RUNNING ROUGH. THE ENGINE FAILED COMPLETELY WHILE HE WAS ON AN APPROACH FOR A FORCED LANDING. SHORTLY AFTER TOUCHING DOWN ON UNEVEN, SOFT, WET TUNDRA, THE AIRCRAFT NOSED OVER. AN INVESTIGATION REVEALED THERE WAS A CRACK IN THE ENGINE CRANKCASE, PN 633412, WHERE OIL HAD LEAKED OUT. A TEARDOWN OF THE ENGINE REVEALED EVIDENCE OF OIL EXHAUSTION. THE PILOT REPORTED THAT THERE WAS AMPLE OIL WHEN HE CHECKED IT PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 2907

9/05/82

NEAR KIPNUK, AK

A/C Reg. No. N76078

Time (Lc1) - 1145 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - CRACKED
 2. FLUID, OIL - LEAK
 3. FLUID, OIL - EXHAUSTION
 4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
-

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

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - WET
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2895

9/23/82

NENANA,AK

A/C Reg. No. N3974G

Time (Lcl) - 1630 ADT

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

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

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

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- RADIO	MANLEY HOT SPRINGS,AK			
Completeness	- PARTIAL,LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- VMC	NENANA,AK		NENANA MUNICIPAL	
Wind Dir/Speed	- UNK/NR			Runway Ident	- 03
Visibility	- 40.0 SM	ATC/Airspace		Runway Lth/Wid	- 5000/ 100
Cloud Conditions(1st)	- 4500 FT OVERCAST	Type of Flight Plan	- UNK/NR	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3464	Last 24 Hrs - 1
SE LAND,SE SEA	Months Since - 1	Make/Model- 900	Last 30 Days- UNK/NR
	Aircraft Type - C-U206	Instrument- 80	Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TOUCHDOWN THE NOSE WHEEL STEERING COLLAR (CESSNA P/N 1243811-6) FAILED & THE ACFT SWERVED LEFT TURNING OVER ONTO THE NOSE & RIGHT WING.

Brief of Accident (Continued)

File No. - 2895

9/23/82

NENANA, AK

A/C Reg. No. N3974G

Time (Lc1) - 1630 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSEWHEEL STEERING - OVERLOAD
 2. LANDING GEAR, NOSEWHEEL STEERING - FAILURE, TOTAL
-

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

Finding(s)

3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2927 9/27/82 KARLUK, AK A/C Reg. No. N9701F Time (Lcl) - 1500 AST

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

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

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

Make/Model - FAIRCHILD C-82A	Eng Make/Model - P & W R2800 CB16	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 43000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 52	Rated Power - 1800 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point KODIAK, AK	
Method - N/A	Destination KARLUK, AK	Airport Data KARLUK AIRPORT
Completeness - N/A		Runway Ident - 24
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2400/ 100
Wind Dir/Speed- 250/005 KTS	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Visibility - 40.0 SM	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(1st) - 15000 FT SCATTERED	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Cloud Conditions(2nd) - 20000 FT SCATTERED		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 14985
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 586
		Last 30 Days- UNK/NR
		Instrument- 460
		Last 90 Days- 200
		Multi-Eng - 7700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING ARRIVAL, THE APPROACH TO LANDING SEEMED NORMAL UNTIL JUST BEFORE TOUCHDOWN. THE AIRCRAFT TOUCHED DOWN SHORT OF THE RUNWAY THRESHOLD MARKS ON RELATIVELY STEEP TERRAIN IN THE SAFETY ZONE. THE PILOT ESTIMATED THAT THE TOUCHDOWN POINT WAS 1 TO 2 FT BELOW THE RUNWAY ELEVATION. DURING TOUCHDOWN, THE AIRCRAFT BOUNCED AND SUBSEQUENTLY CAME TO REST ON THE LANDING GEAR, BUT BOTH TAIL BOOMS FAILED.

Brief of Accident (Continued)

File No. - 2927

9/27/82

KARLUK, AK

A/C Reg. No. N9701F

Time (Lcl) - 1500 AST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - RISING

-----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. - 2871

10/10/82

NULATO,AK

A/C Reg. No. N714SQ

Time (Lcl) - 2230 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries

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

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NULATO
Runway Ident - 02
Runway Lth/Wid - 3000/ 60
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 22
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK TREES 600 FT FROM THE DEPARTURE END OF THE RWY AT A HIGH RATE OF SPEED AFTER TAKING OFF FROM THE UNLIGHTED RWY AT NIGHT. THE PLT'S BLOOD ALCOHOL LEVEL WAS 31 MG% & THE URINE ALCOHOL LEVEL 90 MG%.

Brief of Accident (Continued)

File No. - 2871

10/10/82

NULATO,AK

A/C Reg. No. N714SQ

Time (Lc1) - 2230 ADT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
 3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - 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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2854 11/17/82 ELIM, AK

A/C Reg. No. N2780D

Time (Lc1) - 1130 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145
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- 360/008 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
KOTZEBUE, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ELIM
Runway Ident - 01
Runway Lth/Wid - 1975/ 60
Runway Surface - SNOW
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9100	Last 24 Hrs	- 0
Make/Model	- 850	Last 30 Days	- UNK/NR
Instrument	- 500	Last 90 Days	- 150
Multi-Eng	- 4100	Rotorcraft	- 700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO A WITNESS, THE ACFT LIFTED OFF THE RWY ABOUT MIDFIELD, CLIMBED TO ABOUT 30-50 FT AGL & THEN BEGAN A DIVE. THE WITNESS HEARD NO CHANGE IN ENG SOUND. THE ACFT'S WING FIRST STRUCK A BOX SET ON TOP OF OTHER EQUIPMENT ON THE GROUND (ABOUT 4 FT 6 IN HIGH), STRUCK THE WINDSHIELD ON A SNOWMOBILE & THEN STRUCK THE VICTIM WHO WAS THROWN 15-20 FT. THE WITNESS STATED HE HAD TO DIVE TO THE GROUND TO ESCAPE INJURY. HE ALSO STATED HE HAD OBSERVED THE PLT'S ACFT DIVE AT PEOPLE ON A PREVIOUS OCCASION. THE PLT STATED HE WAS PRACTICING A FORCED LANDING.

Brief of Accident (Continued)

File No. - 2854

11/17/82

ELIM,AK

A/C Reg. No. N2780D

Time (Lc1) - 1130 AST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2913 12/06/82 CHUGIAK, AK A/C Reg. No. N9607 Time (Lcl) - 1915 AST

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

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

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

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING H10-360C1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	CHUGIAK, AK	BIRCHWOOD AIRPORT
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - 3000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - SNOW - CRUSTED
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)
COMMERCIAL, CFI	Current - YES	Total - 2300
SE LAND, ME LAND	Months Since - 14	Make/Model- 45
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 170
		Multi-Eng - 54
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH GROUND AND ROLLED WHILE THE PILOT WAS HOVER TAXIING DOWNWIND. THE WINDS WERE DESCRIBED AS 15 KTS TO GUSTS AS HIGH AS 45 KTS. THE ENSTROM CHIEF ENGINEER REPORTED THAT A DOWNWIND HOVER TENDS TO DECAY THE MAIN ROTOR RPM DUE TO EXCESSIVE USE OF TAILROTOR PEDAL, ESPECIALLY AT HIGH GROSS WEIGHTS. THIS AIRCRAFT WAS NEAR ITS MAXIMUM GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 2913

12/06/82

CHUGIAK, AK

A/C Reg. No. N9607

Time (Lc1) - 1915 AST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - TAILWIND
 3. WEATHER CONDITION - GUSTS
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Occurrence #3 ROLL OVER
Phase of Operation HOVER

----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. - 2815 12/09/82 NEAR KLAUOCK,AK A/C Reg. No. N68081 Time (Lc1) - 1310 PST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	COMMUTER	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	1	0	0	0	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	7	0	0	0	
Accident Occurred During	-MANEUVERING							

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 8	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	KETCHIKAN,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CRAIG,AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1000 FT BROKEN	Type of Clearance - SPECIAL VFR	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 - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3683	Last 24 Hrs - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 1105	Last 30 Days- 67
HELICOPTER	Aircraft Type - DHC-2	Instrument- 69	Last 90 Days- 109
		Multi-Eng - 13	Rotorcraft - 619

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1236 THE FLT DEPARTED KETCHIKAN SEAPLANE BASE WITH A SPECIAL VFR CLEARANCE & AT 1240 REPORTED CLEAR OF THE CONTROL ZONE. THE NEXT & LAST TRANSMISSION BY THE PLT WAS MADE TO THE COMPANY VIA FM RADIO AT ABOUT 1340. THIS REPORT WAS ISSUED IN THE VICINITY OF HAPPY HARBOR (PASSING OVER KASAAN ISLAND) & WAS THE APPROXIMATE MID-POINT OF THE FLT TO CRAIG. WITNESSES REPORTED SEEING THE ACFT FLYING SW OVER TWELVEMILE ARM TOWARD HOLLIS. UPON REACHING HOLLIS THE FLT WOULD BE EXPECTED TO TURN WEST & CROSS INLAND OVER PRINCE OF WALES ISLAND UNTIL REACHING THE WEST SHORELINE & THENCE DIRECTLY TO CRAIG. THERE WAS A FOG BANK ABOUT 2 MI PRIOR TO HOLLIS IN TWELVEMILE ARM & THE ACFT WAS OBSERVED TO REVERSE COURSE AS THE WX WAS APPROACHED & PROCEED NORTH. THE ACFT WAS LOST FROM SIGHT DUE TO TREES & RAPIDLY UPSLOPING TERRAIN. AN INCREASE IN ENG SOUND WAS HEARD PRIOR TO THE CRASH. WITNESSES DESCRIBED THE CLOUDS AS ESSENTIALLY BROKEN WITH BASES AT ABOUT 1000 FT OVER THE WATER & OBSTRUCTING THE TOPS OF SOME OF THE HIGHER ISLANDS.

Brief of Accident (Continued)

File No. - 2815

12/09/82

NEAR KLAUOCK,AK

A/C Reg. No. N68081

Time (Lcl) - 1310 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
 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. - 2834 12/18/82 NEAR PORT ALSWORTH,AK A/C Reg. No. N94DC Time (Lc1) - 1200 AST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage									
	ON-DEMAND AIR TAXI	SUBSTANTIAL									
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	4			
Accident Occurred During	-LANDING										

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 5100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 8	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	LAKE HOOD SEAPLANE,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PORT ALSWORTH,AK		Runway Ident	- N/A
Wind Dir/Speed	- VARIABLE-UNK/NR			Runway Lth/Wid	- N/A
Visibility	- 60.0 SM	ATC/Airspace		Runway Surface	- N/A
Cloud Conditions(1st)	- 7000 FT BROKEN	Type of Flight Plan	- VFR	Runway Status	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 13010	Last 24 Hrs - 2
SE LAND,SE SEA,ME LAND	Months Since - 9	Make/Model- 10000	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 60	Last 90 Days- 500
		Multi-Eng - 10	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON THE 3,500 FT LEVEL OF TUXEDNI GLACIER THE ACFT SKIS SANK IN DEEP SOFT SNOW & THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2834

12/18/82

NEAR PORT ALSWORTH, AK

A/C Reg. No. N94DC

Time (Lc1) - 1200 AST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

Finding(s)
3. LANDING GEAR, MAIN GEAR ATTACHMENT - 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. - 2828 12/31/82 CHUGIAK, AK A/C Reg. No. N68291 Time (Lcl) - 1400 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FORT RICHARDSON, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIRCHWOOD AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - 4000 FT BROKEN	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - ICE
Obstructions to Vision- NONE	TOUCH AND GO	
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)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Make/Model- 20
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT HE WAS PRACTICING TOUCH-AND-GO LANDINGS ON A RUNWAY WITH PATCHES OF ICE. HE STATED THAT ON HIS SECOND TOUCH-AND-GO, HE TOUCHED DOWN TO THE RIGHT OF THE CENTERLINE. REPORTEDLY, HE RETRACTED THE FLAPS, ADDED FULL POWER, AND ATTEMPTED TO CORRECT BACK TO THE CENTERLINE. HOWEVER, THE AIRCRAFT WENT INTO A SKID ON THE ICY RUNWAY AND SUBSEQUENTLY COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 2828

12/31/82

CHUGIAK, AK

A/C Reg. No. N68291

Time (Lc1) - 1400 AST

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. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2954 9/27/82 BAY MINNETTE,AL A/C Reg. No. N463RF Time (Lc1) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720A1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 400 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 - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BAY MINETTE MUNICIPAL
Runway Ident - 26
Runway Lth/Wid - 3700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12400	Last 24 Hrs	- 0
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	1100	Last 90 Days-	200
Multi-Eng -	4000	Rotorcraft -	400

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, HE NOTICED EXTREME HEAT IN THE COCKPIT AND THE ENGINE BEGAN TO SURGE, THEN LOSE POWER. HE LANDED ON THE REMAINDER OF THE RUNWAY AND STOPPED AFTER RUNNING OFF THE END. HOWEVER, THE ENGINE WAS ON FIRE AND THE PLANE WAS SUBSEQUENTLY DESTROYED. AN INSPECTION OF THE ENGINE REVEALED THAT THE FUEL HOSE THAT WENT FROM THE FUEL INJECTOR SERVO UNIT TO THE FLOW DIVIDER WAS SEPARATED AT THE SERVO END AND WAS BADLY DAMAGED BY FIRE. THE ENGINE HAD ACCUMULATED 597 HRS FLIGHT TIME SINCE THE LAST OVERHAUL. THE PILOT REPORTED THAT THE FAILED HOSE HAD ACCUMULATED 657 HRS FLIGHT TIME.

Brief of Accident (Continued)

File No. - 2954

9/27/82

BAY MINNETTE, AL

A/C Reg. No. N463RF

Time (Lc1) - 1530 CST

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM, LINE - FAILURE, TOTAL

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

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2878 11/08/82 BIRMINGHAM,AL A/C Reg. No. N2633L Time (Lcl) - 1715 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	1	0	0
Pass	0	3	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-300-D
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
MERIDIAN,MS
Destination
KNOXVILLE,TN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 300
Last 24 Hrs - 4
Make/Model- 200
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MADE A HARD OFF AIRPORT LANDING AFTER LOSS OF POWER. HE HAD USED A PROLONGED SLIP TO LOSE ALTITUDE AND THE ENGINE STOPPED. THEN HE COULD NOT REACH THE RUNWAY. THE FUEL SELECTOR WAS FOUND ON LEFT TANK. LEFT TANK HAD LESS THAN TWO GALLONS OF FUEL.

Brief of Accident (Continued)

File No. - 2878

11/08/82

BIRMINGHAM,AL

A/C Reg. No. N2633L

Time (Lcl) - 1715 CST

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

Finding(s)

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

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

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. LEVEL OFF - MISJUDGED - PILOT IN COMMAND

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2835 12/13/82 PHENIX CITY,AL

A/C Reg. No. N52742

Time (Lcl) - 1115 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/015 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
TALLAHASSEE,FL
Destination
ROCKWOOD,TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	562
Make/Model-	337
Instrument-	113
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT HAD POWER LOSS DURING CRUISE AND DURING THE OFF AIRPORT LANDING A SOFT SPOT WAS HIT AND AIRCRAFT NOSED OVER. CONTAMINATES WERE FOUND IN FUEL. TANK CAPS DID NOT SEAL PROPERLY. VISUAL INSPECTION OF THE FUEL CELL BLADDER DISCLOSED PERMANENT 1/2 TO 3/4 INCH RIDGES THROUGHOUT THE BOTTOM SURFACE OF BOTH LEFT & RIGHT BLADDERS.

Brief of Accident (Continued)

File No. - 2835

12/13/82

PHENIX CITY,AL

A/C Reg. No. N52742

Time (Lc1) - 1115 EST

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

Finding(s)

1. FUEL SYSTEM,CAP - INADEQUATE
 2. FUEL SYSTEM,TANK - INADEQUATE
 3. FLUID,FUEL - CONTAMINATION
-

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

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

Finding(s)

4. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2883 12/23/82 FORT PAYNE, AL A/C Reg. No. N3380Q Time (Lc1) - 1600 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTSIO-520-H
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 375 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- 130/008 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHANUTE, KS

Destination

FORT PAYNE, AL

Airport Proximity

ON AIRPORT

Airport Data

ISBELL FIELD

Runway Ident - 22

Runway Lth/Wid - 3800/ 100

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

ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1851

Make/Model- 150

Instrument- 24

Multi-Eng - 1411

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE RIGHT MAIN LANDING GEAR SCISSORS BOLT & BUSHING PULLED THROUGH THE SCISSORS MOUNT HOLE ALLOWING THE LANDING GEAR TO ROTATE 90 DEG. AN INCORRECT WASHER (STANDARD 5/16 IN) HAD BEEN INSTALLED IN THE SCISSORS ASSEMBLY DURING RECENT MAINTENANCE. CESSNA PARTS MANUAL CALLS FOR AN960-5/16 WASHER.

Brief of Accident (Continued)

File No. - 2883

12/23/82

FORT PAYNE, AL

A/C Reg. No. N3380Q

Time (Lcl) - 1600 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - IMPROPER
2. LANDING GEAR, MAIN GEAR ATTACHMENT - DISCONNECTED
3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2998 3/29/82 HUGHES,AR A/C Reg. No. N5957K Time (Lcl) - 1610 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
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 - GULFSTREAM AMERICAN 690C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10325
No. of Seats - 11

Eng Make/Model - AIRESEARCH TPE331-5-254K
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 715 HP

ELT Installed/Activated - YES-UNK/NR
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- 170/016 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MEMPHIS,TN

Destination

DALLAS,TX

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 - 33

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - 690C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6830

Make/Model- 182

Instrument- 654

Multi-Eng - 3879

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN ON SALES DEMONSTRATION FLTS AND WAS ON A DELIVERY FLT FROM MEMPHIS, TN TO DALLAS, TX. THE PLANE WAS OBSERVED DEPARTING AT 1550 CDT IN A MAX PERFORMANCE CLIMB. RADAR INFO FROM MODE C OF THE TRANSPONDER RETURNS INDICATED THAT THE ACFT CLIMBED FROM 1000 TO 16,000 FT IN 7 MIN AND 14 SEC. LEVEL FLT WAS INDICATED AT 16,300 FT FROM 1558:16 TO 1601:17 CDT. THE LAST ALT RETURN WAS FROM 16,000 FT AT 2201:07. TWO MORE RETURNS WERE RECEIVED AT 2201:49 & 2202:08, BUT WITH NO ALTITUDE READ-OUT. AT ABOUT THAT TIME, THE ACFT WAS OBSERVED SPIRALING DOWN, COUNTERCLOCKWISE, WITH A PORTION OF THE LEFT WING MISSING. THE WING TIP (OUTER WING PANEL OUTBOARD FROM ABOUT WING STATION 190), LEFT AILERON AND LEFT ENGINE TAIL CONE PANEL WERE FOUND ABOUT 3 MI FROM THE MAIN WRECKAGE IMPACT POINT. AN EXAMINATION REVEALED THAT THE WING PANEL SEPARATION OCCURRED UPWARD FROM POSITIVE OVERLOAD FORCES. NO EVIDENCE WAS FOUND OF FATIGUE OR PRE-EXISTING FAILURE. LIGHT TO MODERATE TURBULENCE WAS REPORTED BETWEEN 14,000 AND 18,000 FT MSL.

Brief of Accident (Continued)

File No. - 2998

3/29/82

HUGHES,AR

A/C Reg. No. N5957K

Time (Lc1) - 1610 CST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WING,SPAR - OVERLOAD
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. WING - SEPARATION

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

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

----Probable Cause----

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

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. - 2838 12/15/82 SOLGOHACHIA,AR A/C Reg. No. N7325F Time (Lcl) - 1330 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 315/015 KTS
Visibility - 15.0 SA
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MORRILTON,AR
Destination
SOLGOHACHIA,AR

Airport Proximity
ON AIRPORT

Airport Data

CHARLES WELLS
Runway Ident - 11
Runway Lth/Wid - 2300 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

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

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

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

Age - 31
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 829
Make/Model- 361
Instrument- 104
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT OVERRAN RUNWAY AND SLID ON GRASS INTO A TREE. PILOT SAYS HE DID NOT GO-AROUND BECAUSE OF RISE IN TERRAIN.

Brief of Accident (Continued)

File No. - 2838

12/15/82

SOLGOHACHIA,AR

A/C Reg. No. N7325F

Time (Lc1) - 1330 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2837 12/20/82 LITTLE ROCK, AR A/C Reg. No. N78TV Time (Lc1) - 1627 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -EXECUTIVE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

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

Make/Model - CESSNA 421C

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6800

No. of Seats - 8

Eng Make/Model - CONTINENTAL GTSIO-520

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 375 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - UNK/NR

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MUSKOGEE, OK

Destination

LITTLE ROCK, AR

Airport Proximity

ON AIRPORT

Airport Data

ADAMS FIELD

Runway Ident - 36

Runway Lth/Wid - 5124/ 150

Runway Surface - ASPHALT

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

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 - 47

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9584 Last 24 Hrs - 3

Make/Model- 24 Last 30 Days- UNK/NR

Instrument- 1130 Last 90 Days- 24

Multi-Eng - 8540

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NOSE GEAR COLLAPSED DURING LANDING. NO REASON FOR COLLAPSE FOUND.

Brief of Accident (Continued)

File No. - 2837

12/20/82

LITTLE ROCK, AR

A/C Reg. No. N78TV

Time (Lc1) - 1627 CST

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

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. - 2957

5/27/82

CHANDLER, AZ

A/C Reg. No. N4167T

Time (Lcl) - 1205 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED
Fire
ON GROUND

Crew
Pass

Fatal
1
7

Serious
0
0

Minor
0
0

None
0
0

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

Make/Model - CESSNA 320D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/006 KTS
Visibility - 35.0 SM
Cloud Conditions(1st) - 7000 FT
Cloud Conditions(2nd) - 25000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHANDLER, AZ
Destination
YUMA, AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STELLAR AIRPARK
Runway Ident - 17
Runway Lth/Wid - 3980-N/A
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)
Total - 710
Last 24 Hrs - UNK/NR
Make/Model- 120
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 20
Multi-Eng - 465

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER THE AIRCRAFT TOOK OFF FROM STELLAR AIRPARK, SEVERAL WITNESSES SAW IT FLYING NORTHBOUND WITH SMOKE TRAILING FROM THE LEFT ENGINE. ONE WITNESS, A STUDENT PILOT, STATED THAT THE GEAR WAS DOWN AND THE PLANE WAS LOWER THAN NORMAL, ABOUT 500 FT AGL. ANOTHER WITNESS, AN AIRLINE CAPTAIN, STATED THAT THE LEFT ENGINE WAS "PULLED BACK" AND WIND MILLING. AT FIRST HE THOUGHT IT WAS ON A TRAINING FLIGHT. THE AIRCRAFT WAS THEN OBSERVED TO START A RIGHT TURN, THEN ROLL TO THE LEFT, CRASHED AND BURNED ABOUT 1.3 MI NORTH OF THE APPROACH END OF RUNWAY 17. A DISASSEMBLY INSPECTION OF THE LEFT ENGINE REVEALED DAMAGE TO THE #5 PISTON AND CYLINDER. A HOLE HAD BURNED THROUGH THE TOP FORWARD EDGE OF THE PISTON AND EXTENDED BELOW THE OIL CONTROL RING. THE TOP COMPRESSION RING WAS FRACTURED AND THE CYLINDER WALL WAS SCORED. ALSO, THE PISTON DOME WAS DEFORMED AND CRACKED. SMALL METAL PARTICLES WERE FOUND IN THE OIL FILTER ELEMENT. THE ENGINE WAS OTHERWISE UNREMARKABLE. ESTIMATED APRX 100 LBS OVER MAX WT LIMIT.

Brief of Accident (Continued)

File No. - 2957

5/27/82

CHANDLER,AZ

A/C Reg. No. N4167T

Time (Lc1) - 1205 MST

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. ENGINE ASSEMBLY,PISTON - BURNED
 3. ENGINE ASSEMBLY,RING - FAILURE,TOTAL
 4. ENGINE ASSEMBLY,CYLINDER - CHAFED
-

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

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2870 7/25/82 MESA, AZ

A/C Reg. No. N125GH

Time (Lcl) - 0745 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HALLQUIST THUNDERBOLT
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-C2C
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 6000 FT BROKEN
Cloud Conditions(2nd) - 12000 FT OVERCAST
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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2146	Last 24 Hrs	- 0
Make/Model-	236	Last 30 Days-	UNK/NR
Instrument-	141	Last 90 Days-	33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FORMATION FLIGHT CAME OVER THE RWY UPWIND AT 2,000 FT MSL. PLT WAS CLEARED #2 TO LAND, PEELED OFF & STALLED DURING LEFT TURN TO DOWNWIND. THE PLT RECOVERED ABOUT 100 FT AGL BUT COLLIDED WITH A TALL TREE.

Brief of Accident (Continued)

File No. - 2870

7/25/82

MESA, AZ

A/C Reg. No. N125GH

Time (Lcl) - 0745 MST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2966

8/21/82

PHOENIX,AZ

A/C Reg. No. N98931

Time (Lcl) - 1540 MST

-----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 -TAKEOFF

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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- 090/060 KTS
Visibility - 45.0 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
PHOENIX,AZ
Destination
GLENDALE,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

-----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 - NON-VALID MEDICAL

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- 0
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 AIRCRAFT COLLIDED WITH TREES DURING TAKEOFF FROM A 900 FOOT, DIRT STRIP. THE WEATHER WAS VFR. THE TEMPERATURE WAS 102 DEGREES. NO ACCIDENT REPORT WAS FILED. THE PILOT HAD AN EXPIRED MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 2966

8/21/82

PHOENIX,AZ

A/C Reg. No. N98931

Time (Lc1) - 1540 MST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
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. - 2987

9/09/82

KEYENTA, AZ

A/C Reg. No. N98059

Time (Lcl) - 2015 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew	0	0	0
		Pass	0	0	0

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2050

No. of Seats - 2

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 60.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

SCATTERED Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

ON AIRSTRIP

Airport Data

KAYENTA

Runway Ident - 24

Runway Lth/Wid - 5500/ 100

Runway Surface - DIRT

Runway Status - WET

SOFT

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

Pilot-In-Command

Certificate(s)/Rating(s)

CFI

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

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) - UNK/NR

-----Narrative-----

LANDING GEAR COLLAPSED DURING LANDING ROLL ON A MUDDY DIRT STRIP.

Brief of Accident (Continued)

File No. - 2987

9/09/82

KEYENTA, AZ

A/C Reg. No. N98059

Time (Lc1) - 2015 MDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR - OVERLOAD
2. UNSUITABLE TERRAIN - SELECTED - DUAL STUDENT
3. TERRAIN CONDITION - SOFT
4. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - WET

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2968 9/26/82 CASA GRANDE,AZ A/C Reg. No. N1851A Time (Lcl) - 2120 MST

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

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

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

Make/Model - PIPER PA-18	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 - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CASA GRANDE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 200/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	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 - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 35
		Instrument- 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WITH NO NIGHT FLYING EXPERIENCE FLEW INTO WIRES AT NIGHT ON A PERSONAL FLIGHT WITH A PASSENGER. VFR CONDITIONS EXISTED AND NO FLIGHT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 2968

9/26/82

CASA GRANDE, AZ

A/C Reg. No. N1851A

Time (Lc1) - 2120 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2855 11/04/82 BULLHEAD CITY,AZ A/C Reg. No. N7733V Time (Lcl) - 1900 MST

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAN DIEGO,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BULLHEAD,AZ	BULLHEAD CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 60
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 1470
SE LAND	Months Since - 5	Make/Model- 292
	Aircraft Type - C-177RG	Instrument- 3
		Multi-Eng - 83
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 32
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

LANDING GEAR COLLAPSED DURING LANDING. SEVERAL ATTEMPTS BOTH NORMAL AND EMERGENCY TO EXTEND GEAR FAILED. THE ROD END BEARING (CESSNA PART # S-2049-6FG) HAD FAILED. THIS PREVENTED GEAR EXTENSION. SERVICE LETTER 79-37 RECOMMENDING INSTALLING A NEW HIGH STRENGTH BEARING WAS NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 2855

11/04/82

BULLHEAD CITY,AZ

A/C Reg. No. N7733V

Time (Lc1) - 1900 MST

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
2. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. MATERIAL INADEQUATE,IMPROPER - MANUFACTURER
4. GEAR DOWN AND LOCKED - NOT POSSIBLE - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2803

11/09/82

SCOTTSDALE,AZ

A/C Reg. No. N86041

Time (Lcl) - 1934 MST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
ON-DEMAND AIR TAXI	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -NON SCHED,DOMESTIC,FERRY	Fire	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING							

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

Make/Model - CESSNA T337D	Eng Make/Model - CONTINENTAL TSIO-360-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PHOENIX,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MESA,AZ	PHOENIX SKY HARBOR
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6758
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - 1264

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOUR MINUTES AFTER TAKEOFF THE PLT RADIOED THAT HIS ENG HAD FAILED & HE WAS GOING DOWN. THE ACFT CRASHED INTO A RESIDENTIAL AREA, STRIKING POWER LINES, A FENCE & TWO HOUSES. THE ACFT HAD BEEN FLOWN DURING THE DAY WITH NO REFUELING THE RIGHT AUX TANK CONTAINED 3 QT FUEL & THE RIGHT MAIN ONE PINT. THE LEFT AUX TANK CONTAINED 1 QT & THE LEFT MAIN WAS SEPARATED & DRY. THERE WAS NO EVIDENCE OF FUEL SPILLAGE & THE FUEL SUMPS WERE DRY. THE PLT WAS OPERATING A C-337 FOR THE COMPANY FOR THE FIRST TIME.

Brief of Accident (Continued)

File No. - 2803

11/09/82

SCOTTSDALE, AZ

A/C Reg. No. N86041

Time (Lc1) - 1934 MST

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

Finding(s)

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

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

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - WIRE, TRANSMISSION
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2994 12/06/82 CASA GRANDE,AZ A/C Reg. No. N734MU Time (Lcl) - 1800 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CASA GRANDE MUNICIPAL
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 478
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 300
		Last 30 Days- UNK/NR
		Instrument- 60
		Last 90 Days- UNK/NR
		Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT FLEW INTO WIRES 34 FEET ABOVE GROUND 800 FEET FROM THE RUNWAY AT DUSK. THE WIRES WERE MARKED AND BOTH THE STUDENT PILOT AND THE INSTRUCTOR WERE AWARE OF THEM. A NO FLAP LANDING WAS BEING ATTEMPTED. THIS WAS ONE OF SEVERAL LANDINGS MADE. ALL LIGHTS ON AIRPORT AND AIRCRAFT WERE WORKING.

Brief of Accident (Continued)

File No. - 2994

12/06/82

CASA GRANDE, AZ

A/C Reg. No. N734MU

Time (Lc1) - 1800 MST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. ALTITUDE - MISJUDGED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

5. OBJECT - WIRE, TRANSMISSION(MARKED)

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

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

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

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. - 2869 12/15/82 PHOENIX,AZ A/C Reg. No. N761CH Time (Lcl) - 1445 MST

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FULLERTON,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SCOTTSDALE,AZ	Runway Ident - N/A
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 16000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 80
SE LAND	Months Since - 8	Make/Model- 24
	Aircraft Type - PA-28	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LANDED GEAR UP SHORT OF DESTINATION IN OPEN FIELD WHEN FUEL WAS EXHAUSTED. PILOT DID NOT VISUALLY CHECK TANKS BECAUSE A LADDER WAS NOT AVAILABLE AT THE LAST STOP BEFORE ACCIDENT.

Brief of Accident (Continued)

File No. - 2869

12/15/82

PHOENIX,AZ

A/C Reg. No. N761CH

Time (Lc1) - 1445 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - 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 - OPEN FIELD
5. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
6. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2867 12/20/82 PHOENIX,AZ A/C Reg. No. N732HM Time (Lcl) - 1000 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
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
CLIFTON-MORENCI,AZ
Destination
SCOTTSDALE,AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-210

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

Total	- 387	Last 24 Hrs	- 1
Make/Model-	52	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER ENGINE QUIT ON FINAL APPROACH AIRCRAFT LANDED ON THE ROOF OF A HOUSE. NO EVIDENCE OF FUEL WAS FOUND IN THE AIRCRAFT, PILOT INDICATED HE DID NOT USUALLY INSPECT FUEL TANKS FOR QUANTITY.

Brief of Accident (Continued)

File No. - 2867

12/20/82

PHOENIX,AZ

A/C Reg. No. N732HM

Time (Lc1) - 1000 MST

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

Finding(s)

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

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

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

Finding(s)

3. OBJECT - RESIDENCE
-

-----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. - 2923

1/27/82

LAGUNITAS,CA

A/C Reg. No. 96142

Time (Lcl) - 1430 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -EXTERNAL LOAD

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 133

NONE

Pass

0

0

0

0

Accident Occurred During -HOVER

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

Make/Model - BELL UH1B

Eng Make/Model - LYCOMING T53L11D

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 8500

Engine Type - TURBOSHAFT

Weather Radar - NO

No. of Seats - 5

Rated Power - 1100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/005 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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

Age - 33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP

Current - YES

Total - 5000

Last 24 Hrs - 3

SE LAND

Months Since - 7

Make/Model- 600

Last 30 Days- 10

HELICOPTER

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 13

Multi-Eng - UNK/NR

Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

HELICOPTER CRASHED INTO A RESERVOIR AND SANK IN 60 FEET OF WATER AFTER TAIL BOOM SEPARATED DURING A LOG SLINGING OPERATION. THE PILOT HAD LIFTED AND BEGAN TO BACK UP WHEN A LOUD NOISE WAS HEARD AND THE TAIL SEPARATED. THE LOG WAS RELEASED AND AN AUTO-ROTATION WAS INITIATED. THE AIRCRAFT SANK UPON WATER CONTACT. EXTENSIVE FATIGUE CRACKING IN THE SKIN, AND FRETTING AND LOOSE RIVETS IN THE TAILBOOM WERE FOUND.

Brief of Accident (Continued)

File No. - 2923

1/27/82

LAGUNITAS,CA

A/C Reg. No. 96142

Time (Lc1) - 1430 PST

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

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - FATIGUE
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. MISC ROTORCRAFT, TAIL BOOM - FAILURE, TOTAL
 5. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
-

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

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) 1,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2933 2/13/82 NEAR LOS BANOS,CA A/C Reg. No. N1433J Time (Lcl) - 1607 PST

-----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 - ROCKWELL 112A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1D6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/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- CALM
Visibility - 1.000 SM
Cloud Conditions(1st) - 200 FT OBSCURED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
CHINO,CA
Destination
SAN JOSE,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 562	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-----

DURING A PREFLIGHT BRIEFING, THE PILOT WAS ADVISED THAT THE MOUNTAINS WERE OBSCURED BY CLOUDS, THE OUTLOOK WAS FOR MARGINAL VFR CEILINGS, AND THE WEATHER CONDITIONS IN NORTHERN CALIFORNIA WERE DETERIORATING FASTER THAN FORCASTED. THE PILOT TOOK OFF AT 1333 PST WITHOUT FILING A FLIGHT PLAN. LATER, THE AIRCRAFT WAS OBSERVED PROCEEDING ALONG A HIGHWAY AT ABOUT 100 FT AGL. A WITNESS REPORTED THAT AFTER THE AIRCRAFT PASSED ABOVE HIM, IT MADE A 180 DEG TURN. THE PLANE THEN FLEW INTO A BOX CANYON AREA, ADJACENT TO THE HIGHWAY. AFTER ENTERING THE BOX CANYON, THE AIRCRAFT WAS IN A LEFT TURN WHEN IT CRASHED INTO THE SIDE OF AN UPWARD SLOPING HILL ABOUT 50 FT BELOW AND ADJACENT TO THE HIGHWAY. THE WITNESS STATED THAT THE PASS (WEST OF THE CRASH SITE) WAS OBSCURED WITH CLOUDS AND THAT THE PREVAILING OVERCAST WAS ABOUT 200 FT AGL. THE SOUNDS FROM THE ENGINE WERE REPORTED AS NORMAL.

Brief of Accident (Continued)

File No. - 2933

2/13/82

NEAR LOS BANOS, CA

A/C Reg. No. N1433J

Time (Lc1) - 1607 PST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - FOG
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. TERRAIN CONDITION - RISING
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2932 2/13/82 HOLLISTER,CA A/C Reg. No. N99WM Time (Lcl) - 1800 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Type of Operation -PERSONAL

Fire

Crew

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

NONE

Pass

1

0

0

0

Accident Occurred During -MANEUVERING

3

0

0

0

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

Make/Model - CESSNA 172K

Eng Make/Model - LYCOMING O-320-E2D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - FSS

Method - RADIO

Completeness - PARTIAL,LMTD BY FCSTR

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - .500 SM

Cloud Conditions(1st) - 100 FT

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

BAKERSFIELD,CA

Destination

SAN JOSE,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 265 Last 24 Hrs - 5

Make/Model- 109 Last 30 Days- 6

Instrument- 4 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT FLEW INTO THE SIDE OF A MOUNTAIN IN LEVEL CRUISE. THE ACCIDENT HAPPENED DURING WEATHER IN WHICH VFR FLIGHT HAD NOT BEEN RECOMMENDED. CLOUDS WERE OBSCURING THE MOUNTAINS. THE AIRCRAFT WAS ON THE RETURN LEG OF A CROSS-COUNTRY FLIGHT. NO FLIGHT PLAN WAS FILED. ACCORDING TO THE AIRCRAFT HEADING AT THE TIME OF IMPACT, THE PILOT HAD TURNED TO A COURSE TO RETURN TO AN AREA WHERE THE WEATHER WAS VFR.

Brief of Accident (Continued)

File No. - 2932

2/13/82

HOLLISTER, CA

A/C Reg. No. N99WM

Time (Lcl) - 1800 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - FOG
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2965 5/08/82 MOJAVE, CA A/C Reg. No. N5111E Time (Lcl) - 1530 PST

-----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 -TAXI			0	0	0	0

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LONG BEACH, CA	EDWARDS AIR FORCE BASE
Wind Dir/Speed- 220/027 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - PART OBSC	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- BLOWING SAND		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 320
SE LAND	Months Since - 16	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- 48
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING DIFFICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, THE SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27 KNOTS, GUSTING TO 40 KNOTS. THE AIRPORT WAS CLOSED AFTER THE ACCIDENT. BLOWING SAND ALSO REDUCED VISIBILITY TO ABOUT 200 FEET DURING GUSTS. A T-33 PILOT CANCELED HIS FLIGHT BECAUSE OF BLOWING SAND.

Brief of Accident (Continued)

File No. - 2965

5/08/82

MOJAVE, CA

A/C Reg. No. N5111E

Time (Lc1) - 1530 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI

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

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

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. - 2934

6/05/82

MEINERS OAKS, CA

A/C Reg. No. N19659

Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

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

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
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- 250/012 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OXNARD, CA
Destination
UNKNOWN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

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

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES IN A REMOTE CANYON REPORTED AN AIRCRAFT MAKING LOW PASSES IN THAT AREA. THEY LAST SAW THE PLANE GOING UP THE CANYON. LATER, THE AIRCRAFT WAS LOCATED ON A WALL OF THE SAME CANYON. TESTS OF THE PILOT'S BLOOD SHOWED AN ALCOHOL LEVEL OF .279 PERCENT. THE CORONER ESTIMATED THAT ABOUT .150 PERCENT OF THE ALCOHOL LEVEL WAS DUE TO ACTION OF BACTERIA. NO PREIMPACT MECHANICAL MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 2934

6/05/82

MEINERS OAKS,CA

A/C Reg. No. N19659

Time (Lcl) - 1430 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING

-----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. - 2820 7/02/82 JENNER,CA A/C Reg. No. N1108T Time (Lcl) - 1330 PDT

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

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

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

Make/Model	- HUGHES 369B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 420 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SANTA ROSA,CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Cloud Conditions(1st)	Type of Clearance	Runway Status
Cloud Conditions(2nd)	Type Apch/Lndg	
Obstructions to Vision-		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7086
SE LAND,ME LAND	Months Since - 21	Make/Model- 500
HELICOPTER	Aircraft Type - C-182	Instrument- 311
		Multi-Eng - 800
		Last 24 Hrs - 3
		Last 30 Days- 19
		Last 90 Days- 117
		Rotorcraft - 4535

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

HELICOPTER WAS ON ROUTINE POLICE PATROL WHEN ENGINE FAILED AND IT AUTOROTATED TO A ROUGH LANDING ON A ROCKY BEACH. THE 1ST STAGE OF THE GAS PRODUCER SECTION OF THE TURBINE WAS FOUND FROZEN. THE TURBINE WHEEL BLADES WERE RUBBING & SEIZED TO THE 1ST STAGE TURBINE SHROUD OF THE 2ND STAGE NOZZLE ASS'Y. PIECES OF THE TURBINE BLADE'S TRAILING EDGE TIPS WERE MISSING & THERE WAS A METAL BUILDUP ON THE 2ND STAGE NOZZLE BLADE TRACK AREA. DURING DISASSEMBLY THE 1ST STAGE WHEEL HAD TO BE FORCED APART TO BREAK IT LOOSE OF THE 2ND STAGE NOZZLE. FRACTURES OF THE BLADE TIPS APPEARED TO BE CAUSED BY ELEVATED TEMPERATURE CREEP RESULTING FROM EITHER TRANSIENT OVERTEMPERATURE OR OVERSPEED CONDITIONS.

Brief of Accident (Continued)

File No. - 2820

7/02/82

JENNER,CA

A/C Reg. No. N1108T

Time (Lc1) - 1330 PDT

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

Finding(s)

1. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE - OVERSPEED
2. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE - OVERTEMPERATURE
3. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE - FAILURE,PARTIAL

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2963 7/17/82 HAPPY CAMP, CA A/C Reg. No. N736EY Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	4	0	0	0

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

Make/Model - CESSNA TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/006 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 7000 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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 - 37
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 - 130
Make/Model- 33
Instrument- 29
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT IMPACTED THE SIDE OF A NARROW AND STEEP CANYON IN A CLIMB ATTITUDE. THE WEATHER WAS VFR. THE CRASH OCCURRED NORTHWEST OF THE DEPARTURE POINT AFTER ABOUT 1 HOUR AND 15 MINUTES OF FLIGHT. NO FLIGHT PLAN WAS FILED, DESTINATION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2963

7/17/82

HAPPY CAMP, CA

A/C Reg. No. N736EY

Time (Lcl) - 1515 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. TERRAIN CONDITION - RISING
-

----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. - 2967 9/04/82 SUSANVILLE, CA A/C Reg. No. N777EJ Time (Lcl) - 1425 PDT

-----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 - VARIEZE HAMLIN
Landing Gear - UNK/NR
Max Gross Wt - 1200
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/009 KTS
Visibility - 60.0 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
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 - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 700	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-----

DURING A 2ND PASS DOWN THE RUNWAY AT ABOUT 50 FEET AGL, THE AIRCRAFT PULLED UP TO ABOUT 200 FEET AND COMPLETED OVER HALF OF A ROLL, THEN SPIRALED INTO A LAKE AND WAS DESTROYED. ACCORDING TO WITNESSES, THE ENGINE WAS RUNNING AT ALL TIMES UNTIL IMPACT.

Brief of Accident (Continued)

File No. - 2967

9/04/82

SUSANVILLE, CA

A/C Reg. No. N777EJ

Time (Lc1) - 1425 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AEROBATICS - INITIATED - PILOT IN COMMAND
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2969

9/27/82

SOLEDAD,CA

A/C Reg. No. N8562F

Time (Lcl) - 0700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -CROP CONTROL RELATED FLIGHT

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - BELL 47G-5

Eng Make/Model - LYCOMING VO-435-A1

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2850

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 260 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 - 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

SOLEDAD,CA

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

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4709

Make/Model- 3414

Instrument- 21

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 143

Rotorcraft - 4709

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A POWER LOSS DURING LIFT-OFF. A HARD LANDING WAS MADE. NO REASON FOR THE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2969

9/27/82

SOLEDAD,CA

A/C Reg. No. N8562F

Time (Lc1) - 0700 PDT

Occurrence #1

LOSS OF POWER

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2

FORCED LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - INITIATED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3000 10/24/82 UPLAND,CA A/C Reg. No. N7856Q Time (Lcl) - 1630 PDT

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

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

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

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TS10-520E	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OCEANSIDE,CA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	UPLAND,CA	CABLE AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - 402B	Make/Model- 2000
		Last 30 Days- 10
		Instrument- 1050
		Last 90 Days- 50
		Multi-Eng - 3500
		Rotorcraft - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER HE LANDED AND TURNED OFF THE RUNWAY TO TAXI, HE HEARD A LOUD REPORT (EXPLOSION) FROM THE RIGHT WING. HE EVACUATED THE AIRCRAFT AND FOUND THE SKIN SEPARATED FROM THE TOP AND BOTTOM LEADING EDGE OF THE RIGHT WING. SOOT WAS FOUND AROUND THE WING DRAIN HOLE FOR THE LEADING EDGE CAVITY. EVIDENCE WAS FOUND THAT FUEL LEAKED INTO THE CAVITY FROM AN IMPROPERLY INSTALLED FUEL VENT.

Brief of Accident (Continued)

File No. - 3000

10/24/82

UPLAND,CA

A/C Reg. No. N7856Q

Time (Lc1) - 1630 PDT

Occurrence

EXPLOSION

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. FUEL SYSTEM, VENT - LEAK

2. MAINTENANCE, INSTALLATION - IMPROPER -

-----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. - 2856 11/21/82 PASADENA, CA A/C Reg. No. N6324X Time (Lcl) - 1559 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2200
No. of Seats - 2

Eng Make/Model - FRANKLIN VO-335
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 8.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHINO, CA
Destination
EL MONTE, 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)
COMMERCIAL, PRIVATE, CFI
SE LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

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

Total	- 1032	Last 24 Hrs	- 3
Make/Model-	855	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	131
		Rotorcraft	- 855

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT ENGINE QUIT WHILE CRUISING TO REFUELING PORT. A POWER OFF AUTOROTATION WAS MADE TO A STREET. THE ROTOR HIT TREES AND RESULT WAS A HARD LANDING.

Brief of Accident (Continued)

File No. - 2856

11/21/82

PASADENA, CA

A/C Reg. No. N6324X

Time (Lcl) - 1559 PST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #4 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2819 11/27/82 10 M.N. OF GILROY, CA A/C Reg. No. N6049B Time (Lc1) - 0183 PST

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

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

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

Make/Model - BEECH 23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN DIEGO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAN JOSE, CA	Runway Ident - N/A
Wind Dir/Speed- 310/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 800 FT	Type of Clearance - CONTROLLED VFR	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 117
SE LAND	Months Since - 6	Make/Model- 29
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- 10
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT HIT A 2721 FOOT RIDGE JUST BELOW THE TOP WHILE CRUISING IN BAD WEATHER ON A DARK NIGHT. HE WAS ON A VFR FLIGHT PLAN AND WAS NOT INSTRUMENT RATED. LOW OVERCAST OBSCURED THE MOUNTAIN TOPS.

Brief of Accident (Continued)

File No. - 2819

11/27/82

10 M.N. OF GILROY, CA

A/C Reg. No. N6049B

Time (Lc1) - 0183 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. LIGHT CONDITION - DARK NIGHT
 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2958 11/28/82 RAMONA, CA A/C Reg. No. N67707 Time (Lcl) - 1800 PST

-----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	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
LAKE HAVASU, AZ
Destination
EL CAJON, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 64
Make/Model- 10
Instrument- 2
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- 11
Last 90 Days- 37
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED INTO RISING TERRAIN AT THE 3500 FOOT LEVEL IN IFR WEATHER. THE PILOT HAD BEEN ADVISED OF BAD WEATHER ALONG HIS ROUTE. HIS FLIGHT PLAN WAS VFR. NO MALFUNCTIONS TO EQUIPMENT WAS FOUND.

Brief of Accident (Continued)

File No. - 2958

11/28/82

RAMONA, CA

A/C Reg. No. N67707

Time (Lc1) - 1800 PST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - RAIN
-

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

Finding(s)

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2858 11/28/82 13 SE OF LINDEN,CA A/C Reg. No. N732BQ Time (Lc1) - 1928 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-H
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 - IMC
Wind Dir/Speed- 180/020 KTS
Visibility - 2.000 SM
Cloud Conditions(1st) - 500 FT
Cloud Conditions(2nd) - 1000 FT
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
TORRANCE,CA
Destination
SACRAMENTO,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
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 - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 910
Make/Model- 120
Instrument- UNK/NR
Last 24 Hrs - 2
Last 30 Days- 1
Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT ENCOUNTERED WEATHER ON A CROSS-COUNTRY FLIGHT AND REPORTED ICING AT 10,000 FEET AT 1828. HE HAD BEEN AT 10000 FEET SINCE 1745. AT 1831, THE PILOT REQUESTED 8,000 FEET TO GET OUT OF ICE AND AT 1836 REQUESTED 6,000 AND WAS APPROVED. AT 1857 LEVEL AT 6,000 FEET HE WAS HANDED OFF TO CASTLE APPROACH. NO FURTHER RADIO CONTACT. THE AIRCRAFT CRASHED IN FLAT, WET PASTURE LAND AND WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2858

11/28/82

13 SE OF LINDEN, CA

A/C Reg. No. N732BQ

Time (Lcl) - 1928 PST

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

Finding(s)

1. WEATHER CONDITION - SNOW
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - ICING CONDITIONS
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2918 12/02/82 PALO ALTO, CA A/C Reg. No. N8292Y Time (Lc1) - 1914 PST

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360-EB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4570	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SALEM, OR	PALO ALTO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2500/ 65
Cloud Conditions(1st) - 3500 FT OVERCAST	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 - NIGHT (DARK)		

-----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 - 866
SE LAND, ME LAND	Months Since - 4	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 225
		Multi-Eng - 90
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF, WHEN THE AIRCRAFT WAS ABOUT 6 TO 10 FT AGL, SOMETHING HIT THE LEFT PROPELLER AND THE LEFT SIDE OF THE AIRCRAFT'S NOSE. HE DID NOT SEE ANYTHING, BUT ASSUMED THE PLANE HAD STRUCK A LARGE BIRD. DARKNESS AND THE BAGGAGE DOOR WERE OBSTRUCTING THE PILOT'S VIEW. HE ABORTED THE TAKEOFF AND TOUCHED DOWN WITH ABOUT 300 FT OF THE RUNWAY REMAINING. THE AIRCRAFT CONTINUED OFF THE RUNWAY, WENT OVER A LOW MOUND AND DOWN A STEEP INCLINE INTO A MUDFLAT, THEN CAME TO REST IN ABOUT 12 TO 18 INCHES OF WATER. THE NOSE BAGGAGE DOOR WAS FOUND OPEN WITH THE LATCH LOCKED AND THE LOCKING MECHANISM IN THE LOCKED POSITION. NO EVIDENCE OF A BIRD STRIKE WAS FOUND.

Brief of Accident (Continued)

File No. - 2918

12/02/82

PALO ALTO, CA

A/C Reg. No. N8292Y

Time (Lc1) - 1914 PST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. DOOR, CARGO - UNDETERMINED
2. DOOR, CARGO - OPEN

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)
4. TERRAIN CONDITION - DIRT BANK
5. TERRAIN CONDITION - DOWNHILL
6. TERRAIN CONDITION - WET

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2801 12/09/82 6 N.W. HALF MOON BAY,CA A/C Reg. No. N2363 Time (Lcl) - 0740 PST

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

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

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

Make/Model - PITTS S1C	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1125	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAN CARLOS,CA	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	HALF MOON BAY,CA	HALF MOON BAY
Wind Dir/Speed- 040/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 316
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - C-172XP	Make/Model- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LANDED AND A GUST OF WIND TURNED THE AIRCRAFT. AIRCRAFT CONTINUED OFF RIGHT SIDE OF RUNWAY AND NOSED OVER IN SOFT GROUND.

Brief of Accident (Continued)

File No. - 2801

12/09/82

6 N.W. HALF MOON BAY, CA

A/C Reg. No. N2363

Time (Lc1) - 0740 PST

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2862 12/12/82 NORCO,CA A/C Reg. No. N5RU Time (Lcl) - 1435 PST

-----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	0	0	0

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

Make/Model - RAND KR-2	Eng Make/Model - REVMaster R-2100-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
CORONA,CA
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
SE LAND

Age - 51

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 314	Last 24 Hrs - UNK/NR
Make/Model-	185	Last 30 Days- UNK/NR
Instrument-	5	Last 90 Days- 62
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

EXPERIMENTAL AIRCRAFT ON DEMONSTRATION FLIGHT SPUN TO THE GROUND FROM LOW ALTITUDE AND WAS DESTROYED ON IMPACT.
WITNESS SAW AND HEARD THE AIRCRAFT MANEUVER AND CRASH WITH THE ENGINE AT HIGH RPM. WEATHER WAS VMC.

Brief of Accident (Continued)

File No. - 2862

12/12/82

NORCO, CA

A/C Reg. No. N5RU

Time (Lcl) - 1435 PST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

-----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. - 2863 12/30/82 RUBIDOUX,CA

A/C Reg. No. N26170

Time (Lcl) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER J-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - LYCOMING O-145B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- VARIABLE/020 KTS
Visibility - 4.000 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

FLA-BOB
Runway Ident - 06
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1765
Make/Model- 3
Instrument- 59
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 48
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT TAXIING TO RAMP WHEN GUST OF WIND BLEW AIRCRAFT OVER. WIND WAS VARIABLE, GUSTING 25 K.

Brief of Accident (Continued)

File No. - 2863

12/30/82

RUBIDOUX,CA

A/C Reg. No. N26170

Time (Lc1) - 1600 PST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2802 12/31/82 CLEARLAKE,CA A/C Reg. No. N67145 Time (Lcl) - 0924 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

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Injuries

Serious

0

3

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2045
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- 120/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JOSE,CA
Destination
CLEARLAKE,CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CLEARLAKE
Runway Ident - 30
Runway Lth/Wid - 2485/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 712
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO TOUCH DOWN 1/2 TO 2/3 DOWN THE RWY AT A HIGH RATE OF SPEED. THE ACFT THEN VEERED RIGHT OFF THE RWY INTO SOME BRUSH & THEN CAME BACK ONTO THE RWY. POWER WAS APPLIED & THE ACFT BECAME AIRBORNE IN A STALL ATTITUDE, TURNED LEFT & WENT THROUGH 3 HIGH-VOLTAGE POWER LINES CRASHING INTO A SENIOR CITIZENS HOUSING COMPLEX.

Brief of Accident (Continued)

File No. - 2802

12/31/82

CLEARLAKE,CA

A/C Reg. No. N67145

Time (Lc1) - 0924 PST

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. OBJECT - WIRE, TRANSMISSION
11. OBJECT - RESIDENCE

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2893 1/26/82 10MI. NW WALSENBURG, CO A/C Reg. No. N58214 Time (Lcl) - 1235 MST

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

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

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

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON DDA250C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 375 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	PUEBLO, CO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SHEEP MOUNTAIN, CO		Runway Ident	- N/A
Wind Dir/Speed	- 270/035 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 33	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 - UNK/NR
SE LAND	Months Since - 10	Make/Model - 806	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - 5400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS FLYING 200-300 AGL OVER 8,000 FT TERRAIN ELEVATION AT 80 KNOTS. THE PLT REPORTED ENCOUNTERING WIND GUSTS SLOWING HIS GROUND SPEED TO ZERO. THE ACFT THEN STARTED A RAPID VERTICAL DESCENT WHILE STILL INDICATING 80 K. THE PLT ATTEMPTED TO ARREST THE DESCENT BUT THE RIGHT SKID COLLAPSED ON IMPACT & THE ACFT ROLLED RIGHT SHEARING THE M/R BLADES & TWISTING OFF THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 2893

1/26/82

10MI. NW WALSENBURG, CO

A/C Reg. No. N58214

Time (Lc1) - 1235 MST

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

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - DOWNDRAFT
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - HIGH WIND
7. WEATHER CONDITION - GUSTS
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3 OTHER GEAR COLLAPSED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. LANDING GEAR, SKID ASSEMBLY - OVERLOAD
11. LANDING GEAR, SKID ASSEMBLY - FAILURE, TOTAL

Occurrence #4 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2905

8/17/82

MEEKER,CO

A/C Reg. No. N7386D

Time (Lc1) - 1000 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BEECH 60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4175
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-E144
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 380 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
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
BOULDER,CO
Destination
MEEKER,CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MEEKER
Runway Ident - 21
Runway Lth/Wid - 4500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 978
Make/Model- 550
Instrument- 92
Multi-Eng - 900
Last 24 Hrs - 1
Last 30 Days- 0
Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT OVERRAN THE RUNWAY AND COLLIDED WITH A DITCH DURING LANDING. THERE WERE NO MALFUNCTIONS FOUND AND NO OTHER PILOTS COMPLAINED OF BRAKING SURFACE OF RUNWAY. THERE WAS NO WIND AND THE HIGH DENSITY ALTITUDE WAS ABOUT 9100 FT.

Brief of Accident (Continued)

File No. - 2905

8/17/82

MEEKER, CO

A/C Reg. No. N7386D

Time (Lc1) - 1000 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

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) 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. - 2894 10/05/82 NR. ENGLEWOOD, CO A/C Reg. No. N204Z Time (Lcl) - 0847 MDT

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

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

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

Make/Model - BELL 47G3B	Eng Make/Model - LYCOMING TVO-435-A1A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 3	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	ENGLEWOOD, CO	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ARAPAHOE COUNTY
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - TOWER	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 - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI, ATP	Current - YES	Total - 5300
SE LAND, ME LAND	Months Since - 15	Make/Model - 65
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 325
		Multi-Eng - 2500
		Last 24 Hrs - 0
		Last 30 Days - 15
		Last 90 Days - 15
		Rotorcraft - 1950

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

PILOT WAS PRACTICING MANEUVERS FOR CERTIFICATION TEST. HE SAID HE MADE A PRECAUTIONARY LANDING DUE TO SUSPECTED ENGINE TROUBLE AND A FIRE STARTED UNDER THE AIRCRAFT IN THE GRASS. HE EXITED THE AIRCRAFT BUT LEFT BATTERY AND RADIO ON. THIS INVESTIGATION INCLUDED REFERENCES TO SABOTAGE FROM A FORMER EMPLOYER, TO ARSON BY THE PILOT. PILOT WAS GIVEN A LIE DETECTION TEST WHICH DID NOT CLEAR HIM. PILOT HAD ALSO LEFT EMERGENCY FUEL SHUTOFF VALVE OPEN. PILOT WAS TESTED IN THE ARSON INVESTIGATION BECAUSE HE HAD BEEN OVERHEARD IN REMARKS "ITS OKAY IF IT BURNS. WE HAVE PLENTY OF INSURANCE" AND "THE BEST THING THAT COULD HAPPEN TO A HELICOPTER IS THAT IT BURN ITSELF UP". NO EVIDENCE WAS RECEIVED FOR IGNITION SOURCE OR FUEL SOURCE BECAUSE OF CONDITION OF WRECKAGE. SOME OF THE PERTINENT VALVES AND LINES WERE DESTROYED. BOTH FUEL TANKS WERE INTACT BUT EMPTY.

Brief of Accident (Continued)

File No. - 2894

10/05/82

NR. ENGLEWOOD, CO

A/C Reg. No. N204Z

Time (Lc1) - 0847 MDT

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

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

2. SABOTAGE - NOT IDENTIFIED - PILOT IN COMMAND
3. SABOTAGE - NOT IDENTIFIED - OTHER PERSON
4. EMERGENCY PROCEDURE - INADEQUATE - 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. - 2976 11/22/82 ENGLEWOOD, CO A/C Reg. No. N4KF Time (Lcl) - 1030 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	-LANDING		Pass 1	0	0	0

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

Make/Model	- SCORPION 133	Eng Make/Model	- ROTORWAY 133TC	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 340/008 KTS	ATC/Airspace	Runway Lth/Wid
Visibility	- 50.0 SM	Type of Flight Plan	Runway Surface
Cloud Conditions(1st)	- NONE	Type of Clearance	Runway Status
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 165	Last 24 Hrs - 2
SE LAND	Months Since - UNK/NR	Make/Model - 23	Last 30 Days - 4
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 13
			Rotorcraft - 23

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED WHILE MANEUVERING AT LOW ALTITUDE. THE PILOT HAD MODIFIED THE COWLING AND HAD ONLY COMPLETED THE FIRST PHASE OF HIS TRAINING IN THIS AIRCRAFT. THE SCHOOL WARNED THE STUDENT NOT TO TRY ADVANCED FLYING WITHOUT MORE INSTRUCTION. A WITNESS OBSERVED THE PILOT REFUELING THE HELICOPTER WITH A PARTIALLY FILLED, 5 GAL CAN OF AUTOMOBILE GASOLINE. HE STATED THAT HE THOUGHT THE FUEL TANK WAS NEARLY EMPTY WHEN THE PILOT BEGAN REFUELING. THEREFORE, THE WITNESS ESTIMATED THAT THE HELICOPTER HAD 5 GAL OR LESS ON BOARD WHEN IT TOOK OFF. HE ESTIMATED THAT THE ENGINE USED 8 TO 9 GAL PER HOUR. AFTER FLYING 15 TO 20 MIN, THE HELICOPTER ENTERED A DESCENT AND CRASHED. VIRTUALLY NO FUEL WAS FOUND IN THE HELICOPTER, AND THERE WAS NO EVIDENCE THAT FUEL HAD DRAINED OUT AT THE CRASH SITE.

Brief of Accident (Continued)

File No. - 2976

11/22/82

ENGLEWOOD, CO

A/C Reg. No. N4KF

Time (Lcl) - 1030 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

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

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

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. - 2909 11/22/82 ERIE,CO A/C Reg. No. N9611S Time (Lcl) - 1500 MST

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

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

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

Make/Model - BELLANCA 7ECA	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 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	BRIGHTON,CO	ERIE TRI COUNTY
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 75
Cloud Conditions(1st) - 11000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5170
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 460
		Multi-Eng - 4270
		Last 30 Days- UNK/NR
		Last 90 Days- 395

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE MADE A WHEEL LANDING ON RUNWAY 33 WITH THE WIND VARIABLE FROM 360 DEG AT 15 GUSTING 25 KNOTS. AS THE TAILWHEEL WAS LOWERED, THE AIRCRAFT VEERED TO THE RIGHT. HE CORRECTED BACK TO THE LEFT AND INITIATED A GO-AROUND, BUT THE AIRCRAFT STRUCK BARRELS BESIDE THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2909

11/22/82

ERIE,CO

A/C Reg. No. N9611S

Time (Lc1) - 1500 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

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

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 2833

12/05/82

OLATHE, CO

A/C Reg. No. N3273U

Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
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

PRIVATE STRIP
Runway Ident - 18
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	551	Last 24 Hrs	-	0
Make/Model	-	437	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	5

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT RAN OFF END OF RUNWAY DURING TAKEOFF DURING ABORT. PILOT HEARD STALL WARNING AND ABORTED TAKEOFF. HE ALSO SAID HE FORGOT 10 DEGREES OF FLAPS.

Brief of Accident (Continued)

File No. - 2833

12/05/82

OLATHE,CO

A/C Reg. No. N3273U

Time (Lc1) - 1100 MST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 2. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - VEHICLE
-

----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. - 2827 12/09/82 DENVER, CO

A/C Reg. No. N7346F

Time (Lcl) - 1930 MST

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

Type Operating Certificate-AIR CARRIER	DOMESTIC/FLAG	Aircraft Damage	UNK/NR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	52
Accident Occurred During	-TAXI							

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

Make/Model	- BOEING 737-291	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR	
Max Gross Wt	- 100800	Engine Type	- TURBOFAN	Weather Radar	- UNK/NR	
No. of Seats	- 134	Rated Power	- UNK/NR			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ROCK SPRINGS, WY	STAPELTON INTERNATIONAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A "POWER-BACK" OPERATION FROM THE TERMINAL GATE, A GROUND SIGNAL PERSON AND TWO WING WALKER WERE USED IN ACCORDANCE WITH PROCEDURES. AFTER REVERSE THRUST WAS APPLIED AND THE AIRCRAFT WAS ROLLING BACKWARDS. THE SIGNAL PERSON COMMUNICATED AN EMERGENCY STOP SIGNAL TO THE PILOT WHEN HE SAW CROSSING GROUND TRAFFIC (ANOTHER AIRCRAFT). WHEN THE CAPTAIN SAW THE SIGNAL, HE TRANSITIONED BRAKES. AT THAT TIME, A FLIGHT ATTENDANT WAS THROWN AGAINST THE CORNER OF A CART IN THE GALLEY AND INJURED. ACCORDING TO THE POWER-BACK PROCEDURES, THE AIRCRAFT WILL BE STOPPED (BOTH IN NORMAL AND EMERGENCY SITUATIONS) BY A SIGNAL FOR STRAIGHT AHEAD MOVEMENT. THE CAPTAIN WILL STOP THE PLANE BY QUIETLY COMING OUT OF REVERSE AND APPLYING FORWARD THRUST. THE USE OF BRAKES IS PROHIBITED WHILE THE AIRCRAFT IS MOVING BACKWARDS. THE SIGNAL PERSON USED THE FORWARD SIGNAL, THEN CROSSED HIS HANDS FOR A NORMAL (BRAKING) STOP DURING THE EMERGENCY STOP.

Brief of Accident (Continued)

File No. - 2827

12/09/82

DENVER, CO

A/C Reg. No. N7346F

Time (Lcl) - 1930 MST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. SAFETY ADVISORY - IMPROPER - GROUND PERSONNEL
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2826 12/31/82 11MI. SO.OFTELLURIDE,CO A/C Reg. No. N2750D Time (Lcl) - 0013 MST

-----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	1	0	
					0	0	4	

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON C-250-C20B	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	- 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	CASCADE VILLAGE,CO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 225/004 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 1.000 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- SNOW
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- NONE	Runway Status	- SNOW - 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 - YES	Total - 3740	Last 24 Hrs - 2
SE LAND,ME LAND,SE SEA	Months Since - 10	Make/Model- 2315	Last 30 Days- 0
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 151	Last 90 Days- 17
		Multi-Eng - 5	Rotorcraft - 331

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT TRIED TO LAND AT 12,500 FOOT LEVEL. IN THE ROTORWASH WHITEOUT HE LOST VISUAL CUES AND ROTOR STRUCK THE SLOPE BECAUSE THE RIGHT LANDING GEAR MADE SNOW CONTACT.

Brief of Accident (Continued)

File No. - 2826

12/31/82

11MI. SO.OFTELLURIDE,CO

A/C Reg. No. N2750D

Time (Lc1) - 0013 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND

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

Finding(s)

4. JUDGEMENT - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2852 11/30/82 NEW HAVEN, CT

A/C Reg. No. N141PM

Time (Lcl) - 0655 EST

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

Type Operating Certificate-AIR CARRIER

Aircraft Damage

Injuries

COMMUTER
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAXI

MINOR
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	3
Pass	0	0	0	17

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

Make/Model - FOKKER F-27-100
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 37350
No. of Seats - 55

Eng Make/Model - ROLLS ROYCE 5147
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 1600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
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- 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
WASHINGTON, DC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NEW HAVEN
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - F-27

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3968	Last 24 Hrs	-	2
Make/Model	-	325	Last 30 Days	-	UNK/NR
Instrument	-	502	Last 90 Days	-	282
Multi-Eng	-	3247			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT COLLIDED WITH A POWER CART AS TAXI TO TAKEOFF BEGAN.

Brief of Accident (Continued)

File No. - 2852

11/30/82

NEW HAVEN,CT

A/C Reg. No. N141PM

Time (Lc1) - 0655 EST

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2948 8/17/82 LEWES, DE

A/C Reg. No. N1886G

Time (Lcl) - 1615 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 210/007 KTS
Visibility - 4.000 SM
Cloud Conditions(1st) - UNK/NR OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REHOBOTH BEACH, DE
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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

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

Total	-	870	Last 24 Hrs	- UNK/NR
Make/Model-	25		Last 30 Days-	UNK/NR
Instrument-	12		Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 15 MIN AFTER TAKEOFF, THE AIRCRAFT WAS OBSERVED TO ENTER A MANEUVER FROM LOW ALTITUDE OVER A BEACH AREA. DURING THE MANEUVER, THE PLANE PULLED UP, ENTERED A STEEP CLIMB AND THEN BANKED OR ROLLED LEFT AND ENTERED A NOSE DOWN ATTITUDE. BEFORE RECOVERING, IT STRUCK THE SAND AT THE WATERS EDGE, BOUNCED AND THEN CAME TO REST IN SHALLOW WATER. REPORTEDLY, THE ENGINE SOUNDED NORMAL, EXCEPT WHEN THE PLANE DESCENDED AND TURNED, ONE WITNESS NOTED THAT THE SOUND LEVEL ROSE IN PITCH. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO INDICATION OF A PREIMPACT MALFUNCTION OR FAILURE. THE PILOT WEIGHED 270 LBS AND OCCUPIED THE FRONT SEAT WHILE THE 180 LB PASSENGER WAS IN THE AFT SEAT. REPORTEDLY, THE PLANE HAD 35 GAL OF FUEL ON BOARD BEFORE TAKEOFF, BUT WAS WITHIN ITS WEIGHT AND BALANCE LIMITS. THE PILOT HAD RECENTLY RECEIVED 25 HRS OF DUAL INSTRUCTION FOR BANNER TOWING AND HAD BEEN INCLUDED IN THE OPERATORS WAIVER FOR AUTHORIZATION TO TOW.

Brief of Accident (Continued)

File No. - 2948

8/17/82

LEWES, DE

A/C Reg. No. N1886G

Time (Lcl) - 1615 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. PULL-UP - PERFORMED - PILOT IN COMMAND
 4. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2817 6/06/82 ST. PETERSBURG, FL A/C Reg. No. N95C Time (Lcl) - 1654 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	2	0	0
Pass	0	3	0	0

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

Make/Model - DOUGLAS DC-3C	Eng Make/Model - P & W 1830	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 - YES
No. of Seats - 18	Rated Power - 1200 HP	

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

Weather Data

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

Wind Dir/Speed- 300/008 KTS

Visibility - 12.0 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

Airport Proximity

ON AIRPORT

Airport Data

CLEARWATER INTL

Runway Ident - 35

Runway Lth/Wid - 7988/ 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 - 56

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000 Last 24 Hrs - 1

Make/Model- 2500 Last 30 Days- UNK/NR

Instrument- 2500 Last 90 Days- 55

Multi-Eng - 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A LOCAL MAINTENANCE FLIGHT THE CREW RETURNED TO ST. PETERSBURG TO PRACTICE FULL STOP LANDINGS. SHORTLY AFTER BECOMING AIRBORNE DURING THE 2ND TAKEOFF, THE RIGHT ENG EXPERIENCED A POWER LOSS. THE ACFT WAS OBSERVED TO CLIMB TO ABOUT 50 FT AGL, THEN VEER RIGHT & CRASH EAST OF THE RWY. OTHER THAN A MALFUNCTIONING RIGHT FUEL TANK SELECTOR WHICH ALLOWED FUEL TO BYPASS TO OTHER FUEL TANKS, THERE WAS NO PRE-IMPACT FAILURE/MALFUNCTION. BOTH RIGHT TANKS WERE EMPTY & THE LEFT TANKS CONTAINED ABOUT 175 GALS OF FUEL. HOWEVER, SUBSEQUENT TESTS SHOWED THAT FLUID IN THE RIGHT TANK WOULD BYPASS THE RIGHT FUEL SELECTOR & LEAK INTO THE LEFT TANK WHEN THE ACFT SAT LEFT WING LOW FOR ABOUT 12 HRS. THE ACFT WAS NOT AIRWORTHY IN THAT ALL THE REQUIREMENTS OF AN APPROVED 91.217 INSPECTION PROGRAM WERE NOT COMPLIED WITH. THE PIC HAD 5 HRS AS PIC OF DC-3 DURING THE LAST 5 MONTHS WITH 1 HR & 2 TAKEOFF & LANDINGS THE LAST 90 DAYS. THIS WAS THE FIRST FLIGHT IN A DC-3 FOR THE CO-PILOT WITH NO RECORD OF ANY TRAINING IN THE DC-3.

Brief of Accident (Continued)

File No. - 2817

6/06/82

ST. PETERSBURG, FL

A/C Reg. No. N95C

Time (Lcl) - 1654 EDT

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

Finding(s)

1. UNDETERMINED
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, SELECTOR VALVE - INADEQUATE

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

Finding(s)

4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2821

7/10/82

KEY LARGO, FL

A/C Reg. No. N3997P

Time (Lc1) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

Pass

1

0

0

3

0

0

0

0

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

Make/Model - PIPER PA-18

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1750

No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A4M

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/012 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

HOMESTEAD, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 49

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

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) - NONE

-----Narrative-----

AIRCRAFT CLIMBED STEEPLY AFTER TAKEOFF, STALLED AND DESCENDED VERTICALLY TO THE GROUND. PILOT HAD NO CERTIFICATE.

Brief of Accident (Continued)

File No. - 2821

7/10/82

KEY LARGO, FL

A/C Reg. No. N3997P

Time (Lc1) - 1530 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - UNQUALIFIED PERSON

2. STALL/SPIN - UNCONTROLLED - UNQUALIFIED PERSON

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2991 9/20/82 FT. MYERS, FL A/C Reg. No. N49863 Time (Lcl) - 1117 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
0
0

None
0
0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 8.0 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 - DIRT
Runway Status - SOFT
HIGH VEGETATION

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

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

Total - 338
Make/Model- UNK/NR
Instrument- UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AFTER THE ENGINE LOST POWER. THE PILOT STATED HE DID NOT VISUALLY CHECK THE FUEL ON THE DAY OF THE FLIGHT. THE AIRCRAFT WAS CHECKED AFTER THE ACCIDENT AND IT CONTAINED A NEGLIGIBLE AMOUNT OF FUEL. THE WINGS AND FUEL TANKS WERE NOT DAMAGED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2991

9/20/82

FT. MYERS, FL

A/C Reg. No. N49863

Time (Lcl) - 1117 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2989

9/26/82

OAK HILL, FL

A/C Reg. No. N8091E

Time (Lc1) - 0230 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 172N

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 022/003 KTS

Visibility - 4.000 SM

Cloud Conditions(1st) - 6000 FT OVERCAST

Cloud Conditions(2nd) - 10000 FT SCATTERED

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

FT. LAUDERDALE, FL

Destination

DAYTONA BEACH, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 19

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 95 Last 24 Hrs - 2

Make/Model- 44 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE NON-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE DETAILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS UNTIL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. THEREAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE POISONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS FOUND WHICH WAS LOCATED IN THE EXHAUST TAILPIPE OUTBOARD OF THE HEATER MUFF SHROUD.

Brief of Accident (Continued)

File No. - 2989

9/26/82

OAK HILL, FL

A/C Reg. No. N8091E

Time (Lc1) - 0230 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - FOG
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2890 10/05/82 LAKE PLACID, FL A/C Reg. No. N13785 Time (Lc1) - 2145 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
UNK/NR
Destination
LAKE PLACID, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 900	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-----

AIRCRAFT WAS TRANSPORTING MARIJUANA AND DURING AN ATTEMPTED ROAD LANDING AT LAKE PLACID COLLIDED WITH WIRES WHICH DAMAGE THE LANDING ASSEMBLY. AIRCRAFT CONTINUED ON TO NORTH ABOUT 4 MILES AND DITCHED IN A LAKE. THE AIRCRAFT SANK WITH BOTH OCCUPANTS AND CARGO.

Brief of Accident (Continued)

File No. - 2890

10/05/82

LAKE PLACID, FL

A/C Reg. No. N13785

Time (Lc1) - 2145 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
-

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

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2875 10/24/82 FT. MYERS, FL A/C Reg. No. N739WY Time (Lcl) - 1340 EST

-----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

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

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

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

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

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 340/009 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 1400 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAHOKEE, FL
Destination
FT. MYERS, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 49	Last 24 Hrs	- 1
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING HIS SOLO X-COUNTRY THE THROTTLE BECAME STUCK SEVERAL TIMES ENROUTE. WHILE APPROACHING FT. MYERS HE RETARDED THE THROTTLE BUT WAS UNABLE TO ADVANCE IT AGAIN. UNABLE TO MAINTAIN ALTITUDE, THE PLT MADE A FORCED LANDING. POST EXAMINATION REVEALED THAT ALL ENGINE CONTROLS WERE FREE TO MOVE & HAD FULL TRAVEL IN BOTH DIRECTIONS. THE FRICTION KNOB ON THE THROTTLE WAS SCREWED COMPLETELY OUT, BUT DID NOT HAMPER FULL USE OF THE THROTTLE. THE THROTTLE CONTROL MOUNT NUT WAS SECURED TO THE INSTRUMENT PANEL & WAS NOT LOOSE. HOWEVER, THE THROTTLE LINKAGE WAS HOOKED UP AT THE CARBURETOR AT THE TOP MOUNT HOLE WHICH CAUSED THE THROTTLE CONTROL TO HAVE ONLY ABOUT 1-5/8 IN FULL TRAVEL FROM IDLE TO FULL POWER. THIS COMPARES TO 3 IN OR BETTER ON ANY OTHER C-172 INSTALLATION. THIS WOULD CAUSE RAPID POWER CHANGES WITH ONLY SMALL CHANGES OF THROTTLE CONTROL.

Brief of Accident (Continued)

File No. - 2875

10/24/82

FT. MYERS, FL

A/C Reg. No. N739WY

Time (Lc1) - 1340 EST

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 2. THROTTLE/POWER LEVER, LINKAGE - INCORRECT
-

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

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2887 11/04/82 NEAR MYAKKA CITY, FL A/C Reg. No. N63836 Time (Lcl) - 1920 EST

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

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 2.000 SM
Cloud Conditions(1st) - 300 FT OBSCURED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
KISSIMMEE, FL
Destination
FT. MYERS, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 125
Make/Model- 75
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- 7
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS WX BRIEFED FOUR TIMES PRIOR TO DEPARTURE & AGAIN ONE MINUTE AFTER TAKEOFF AT 1821 WHEN HE ACTIVATED HIS FLT PLAN. HE WAS ADVISED THAT A COLD FRONT WAS MOVING SE ALONG ST. PETERSBURG & TAMPA, & THE AREA WAS IMC AT THE TIME. AT 1916 THE PLT CALLED FORT MYERS APPROACH CONTROL REPORTING HE WAS LOST & FLYING IN WX. AT 1920 WITNESSES ON THE GROUND OBSERVED THE ACFT CIRCLING IN & OUT OF CLOUDS ABOUT 300 FT AGL & THEN CRASH.

Brief of Accident (Continued)

File No. - 2887

11/04/82

NEAR MYAKKA CITY, FL

A/C Reg. No. N63836

Time (Lc1) - 1920 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - LOW CEILING
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
9. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
11. 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) 4,5,6,9,10,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2873 11/08/82 NEAR MELBOURNE, FL A/C Reg. No. N6875H Time (Lcl) - 1500 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MERRITT ISLAND, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 050/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 2000 FT SCATTERED	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 343
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 45
	Aircraft Type - UNK/NR	Instrument- 14
		Multi-Eng - 53
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MADE FORCED LANDING OFF AIRPORT DUE TO POWER LOSS. LANDING GEAR COLLAPSED. NO MALFUNCTIONS FOUND.

Brief of Accident (Continued)

File No. - 2873

11/08/82

NEAR MELBOURNE, FL

A/C Reg. No. N6875H

Time (Lc1) - 1500 EST

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 COMPLETE 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2889 11/11/82 MIAMI, FL A/C Reg. No. N707GB Time (Lc1) - 1030 EST

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

Type Operating Certificate	AIR CARRIER SUPPLEMENTAL	Aircraft Damage					
Type of Operation	-NON SCHED,INTL,CARGO	NONE		Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	Fire	Crew	1	Serious	Minor	None
Accident Occurred During	-CRUISE	NONE	Pass	0	0	0	3
				0	0	0	0

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

Make/Model	- BOEING 707-300	Eng Make/Model	- P & W JT3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 328000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 4	Rated Power	- 18000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MIAMI, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DOMINICAN REPUBLIC		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Cloud Conditions(1st)	- UNK/NR	Type of Clearance	- IFR	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 - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 10000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 1500
	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-----

DURING CLIMBOUT FROM MIAMI, A CABIN PRESSURIZATION PROBLEM WAS ENCOUNTERED. ALL CREW MEMBERS DONNED THEIR OXYGEN MASKS & THE CABIN ALTITUDE STABILIZED AT 20,000 FT AS THE ACFT WAS LEVELED AT 33,000 FT. ABOUT 40 MINUTES FROM DESTINATION THE FLIGHT ENGINEER TRAINEE/OBSERVER QUERIED THE FIRST OFFICER AS TO HOW MUCH LONGER THE FLIGHT WOULD TAKE. MOMENTS LATER THE TRAINEE STARTED TO SLUMP DOWN. THE FLIGHT ENGINEER TRADED MASKS WITH HIM AND VERIFIED THAT THE OXYGEN SUPPLY WAS NORMAL. AN EMERGENCY DESCENT WAS MADE TO 6,000 FT WHILE FIRST AID WAS ADMINISTERED. AN AMBULANCE MET THE FLIGHT AT THE DESTINATION & TRANSPORTED THE TRAINEE TO A HOSPITAL WHERE HE EXPIRED LATER IN THE DAY. CAUSE OF DEATH WAS LATER DIAGNOSED AS AERODEMBOLISM (BY EXCLUSION). THE TRAINEE HAD A CLINICAL HISTORY OF SEIZURES & LOSS OF CONSCIOUSNESS FOLLOWING DECOMPRESSION. THE PRESSURIZATION PROBLEM WAS REPORTEDLY RELATED TO A STUCK OUTFLOW VALVE.

Brief of Accident (Continued)

File No. - 2889

11/11/82

MIAMI, FL

A/C Reg. No. N707GB

Time (Lcl) - 1030 EST

Occurrence DECOMPRESSION
Phase of Operation CLIMB

Finding(s)

1. AIR COND/HEATING/PRESSURIZATION - FLUCTUATING

----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. - 2879 11/22/82 NEAR ST. CLOUD, FL A/C Reg. No. N26857 Time (Lcl) - 0309 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - BEAGLE 206
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6400
No. of Seats - 2

Eng Make/Model - CONTINENTAL GIO-470-A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/003 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 1500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

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

Medical Certificate - UNK/NR
Flight Time (Hours)

Total - UNK/NR
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) - UNK/NR

-----Narrative-----

MARIJUANA LADEN ACFT COLLIDED WITH TREES DURING A LANDING ATTEMPT ON A 2-LANE PAVED ROAD. INJURIES PRESUMED.

Brief of Accident (Continued)

File No. - 2879

11/22/82

NEAR ST. CLOUD, FL

A/C Reg. No. N26857

Time (Lc1) - 0309 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2880 11/24/82 TITUSVILLE, FL A/C Reg. No. N2727T Time (Lc1) - 1600 EST

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

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL IO-520B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DAYTONA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TITUSVILLE, FL	DUNN AIRPARK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1346
SE LAND, ME LAND	Months Since - 13	Make/Model- 155
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 310
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT BEFORE LANDING, HE EXTENDED THE LANDING GEAR AND OBSERVED A SAFE DOWN AND LOCKED INDICATION. HE STATED THAT AS HE APPLIED BRAKES AT ABOUT 45 KTS, THE GEAR WARNING HORN SOUNDED AND THE GEAR COLLAPSED. ALSO, HE POSITIVELY STATED THAT THE GEAR HANDLE HAD REMAINED IN THE DOWN POSITION AND HE DID NOT INADVERTENTLY RAISE IT. AN EXAMINATION OF THE LANDING GEAR SYSTEM REVEALED NO PRE-ACCIDENT FAILURES.

Brief of Accident (Continued)

File No. - 2880

11/24/82

TITUSVILLE, FL

A/C Reg. No. N2727T

Time (Lcl) - 1600 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR - 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. - 2881 12/11/82 OCOEE,FL

A/C Reg. No. N95897

Time (Lcl) - 1145 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 200/015 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 2500 FT SCATTERED
Cloud Conditions(2nd) - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. MEYERS,FL
Destination
OCOEE,FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ORLANDO WEST AIRPORT
Runway Ident - 18R
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2100	Last 24 Hrs	- 1
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	800	Last 90 Days-	18
Multi-Eng	- 1100		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT APPROACHED WITH A HIGHER THAN NORMAL AIRSPEED. THE ACFT TOUCHED DOWN NOSE WHEEL FIRST ABOUT 1/3 DOWN THE RWY COLLAPSING THE NOSE GEAR CAUSING THE PROPELLER TO STRIKE THE RWY.

Brief of Accident (Continued)

File No. - 2881

12/11/82

OCOE, FL

A/C Reg. No. N95897

Time (Lcl) - 1145 EST

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

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

-----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. - 2831 12/19/82 STUART, FL A/C Reg. No. N4981P Time (Lcl) - 1645 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	3
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-540-B1AS	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	FT.PIERCE,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	STUART,FL	WITHAM
Wind Dir/Speed- 200/009 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 95
SE LAND, ME LAND	Months Since - 12	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 16
		Last 90 Days- 14
		Multi-Eng - 14

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT MADE A HARD LANDING AND DAMAGED WINGS.

Brief of Accident (Continued)

File No. - 2831

12/19/82

STUART, FL

A/C Reg. No. N4981P

Time (Lc1) - 1645 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2964 9/04/82 BRUNSWICK,GA A/C Reg. No. N9263A Time (Lcl) - 1530 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
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
COLUMBIA, SC
Destination
DAYTONA BEACH, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 37

Biennial Flight Review

Current - YES
Months Since - 36
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 282	Last 24 Hrs -	4
Make/Model-	255	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT WAS ON A FLIGHT FROM IRONTON, OH TO DAYTONA BEACH, FL WITH AN EN ROUTE STOP AT COLUMBIA, SC. HE OBTAINED A WEATHER BRIEFING PRIOR TO DEPARTING IRONTON, BUT DID NOT UPDATE IT AFTER LANDING AT COLUMBIA. THE AIRCRAFT CRASHED ON THE 2ND LEG OF THE FLIGHT IN AN AREA WHERE A LINE OF THUNDERSTORMS HAD PASSED THROUGH. BASED ON THE CRUISE SPEED OF THE AIRCRAFT AND ITS DISTANCE FROM THE DEPARTURE POINT, THE PLANE CRASHED AT ABOUT THE SAME TIME THE THUNDERSTORMS HAD OCCURRED. THE INITIAL IMPACT OCCURRED IN A MARSHY AREA NEXT TO HERMITAGE ISLAND. TIRE PRINTS WERE VISIBLE AT LOW TIDE IN THE MARSHY GROUND. AFTER THE INITIAL IMPACT, THE AIRCRAFT CONTINUED 110 FT AND HIT A LARGE PALM TREE ON THE ISLAND AND WAS DESTROYED. THE RIGHT FUEL TANK WAS RUPTURED, BUT THE LEFT TANK REMAINED INTACT AND CONTAINED FUEL. AN EXAMINATION OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT MALFUNCTION OR FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2964

9/04/82

BRUNSWICK,GA

A/C Reg. No. N9263A

Time (Lc1) - 1530 EDT

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 - THUNDERSTORM
 3. WEATHER CONDITION - RAIN
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

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

----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. - 2886 10/16/82 CONYERS,GA

A/C Reg. No. N52333

Time (Lcl) - 1710 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-470-R-25A ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COVINGTON,GA
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 - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

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

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS OBSERVED MAKING LOW PASSES. DURING ON OF THESE LOW PASSES AIRCRAFT COLLIDED WITH WIRES, TREES AND A TENNIS COURT. PILOTS BLOOD ETHANOL LEVEL WAS 214 MG PERCENT. THE PILOT HAD NOT BEEN GIVEN PERMISSION BY THE OWNER TO FLY THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2886

10/16/82

CONYERS,GA

A/C Reg. No. N52333

Time (Lcl) - 1710 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. BUZZING - INTENTIONAL - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
6. OBJECT - WIRE,TRANSMISSION
7. OBJECT - TREE(S)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2945 11/08/82 JUNNEL HILL, GA A/C Reg. No. N3513R Time (Lcl) - 1625 EST

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

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

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

Make/Model - BEECH A23	Eng Make/Model - CONTINENTAL IO-346A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 165 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/003 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 - UNK/NR</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>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</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 - 51</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 276</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 4</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 700 FT AGL. A FORCED LANDING WAS MADE IN A PASTURE THAT WAS HILLY WITH A GULLY RUNNING THROUGH IT. DURING THE LANDING, THE AIRCRAFT FIRST CONTACTED THE TOP OF A SMALL HILL IN THE PASTURE, THEN BECAME AIRBORNE A SHORT DISTANCE AND IMPACTED HARD. THE PILOT WAS FATALLY INJURED. THE CAUSE OF DEATH WAS LISTED AS CERVICAL DISLOCATION. AN EXAMINATION OF THE ENGINE, ITS COMPONENTS AND THE FUEL SYSTEM FAILED TO DISCLOSE THE CAUSE OF THE LOSS OF POWER. THE ENGINE WAS SUBSEQUENTLY INSTALLED IN A TEST CELL AND OPERATIONALLY CHECKED NORMAL.

Brief of Accident (Continued)

File No. - 2945

11/08/82

JUNNEL HILL, GA

A/C Reg. No. N3513R

Time (Lc1) - 1625 EST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. TERRAIN CONDITION - OPEN FIELD

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

Finding(s)
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2882 12/23/82 FT. BENNING, GA A/C Reg. No. N129SC Time (Lcl) - 1035 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

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

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

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

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

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

Weather Data

Wx Briefing - MILITARY
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAWSON ARMY AIRFIELD
Runway Ident - 02
Runway Lth/Wid - 5900/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 31
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	-	20	Last 24 Hrs -	1
Make/Model-	9		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT WAS DOING A TOUCH AND GO LANDING. WHILE CHANGING FLAP, CARB HEAT AND APPLYING FULL THROTTLE AIRCRAFT VEERED LEFT. RECOVERY WAS ATTEMPTED THROTTLE OFF BUT AIRCRAFT LEFT RUNWAY AND COLLAPSED NOSE GEAR, BEFORE FLIPPING OVER.

Brief of Accident (Continued)

File No. - 2882

12/23/82

FT. BENNING,GA

A/C Reg. No. N129SC

Time (Lc1) - 1035 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2836

12/27/82

VALDOSTA,GA

A/C Reg. No. N1685X

Time (Lcl) - 1032 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

3

Accident Occurred During -LANDING

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

Make/Model - CESSNA 210

Eng Make/Model - CONTINENTAL IO-520-L

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

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL,LMTD BY FCSTR

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 3000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ADEL,GA

Destination

VALDOSTA,GA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

VALDOSTA MUNICIPAL

Runway Ident - 12

Runway Lth/Wid - 4500/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - NO

Months Since - 28

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 212

Make/Model- 72

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE DEPARTED ADEL WITH 12 GALS OF FUEL. PURPOSE OF FLT WAS TO REFUEL AT VALDOSTA (25 MI). ENG QUIT DUE TO FUEL EXHAUSTION 1/2 MI SHORT OF VALDOSTA ARPT.

Brief of Accident (Continued)

File No. - 2836

12/27/82

VALDOSTA,GA

A/C Reg. No. N1685X

Time (Lc1) - 1032 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INACCURATE - 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. - 2877 8/10/82 16NM NO. OF PIERCE, ID A/C Reg. No. N10517 Time (Lcl) - 1355 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 4500 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEWISTON, ID
Destination
MISSOULA, MT

ATC/Airspace

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - F-101

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3829
Make/Model- 1
Instrument- UNK/NR
Multi-Eng - 2265
Last 24 Hrs - 1
Last 30 Days- 11
Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG FAILED ENROUTE & WHILE LANDING ON A LOGGING ROAD THE RIGHT WING CONTACTED VEGETATION CAUSING THE ACFT TO SWERVE & COME TO REST NOSE LOW. THE ENG HAD BEEN INSPECTED 1 HR PREVIOUS TO THE ACCIDENT & HAD 8 HRS OF OPERATING TIME SINCE NEW AT THE INSPECTION. EXAMINATION OF THE OIL TUBE WHICH DELIVERS OIL TO THE OIL COOLER REVEALED A SEPARATION NEAR ONE OF THE BEVELED ENDS WITH LONGITUDINAL STRIATIONS, OR "TOOL MARKS", AT BOTH ENDS. EXAMINATION OF THE FRACTURE SURFACE DISCLOSED FEATURES INDICATIVE OF FATIGUE EMANATING FROM NUMEROUS SITES IN THE VICINITY OF THE TOOL MARKS. #1 & 3 CONNECTING RODS DISCLOSED BLACK DISCOLORATION TYPICAL OF EXCESSIVE HEATING. #3 CONROD CAP WAS FRACTURED. THERE WAS EVIDENCE OF EXTREME WEAR ON THE #1 BEARING, & MODERATE TO HEAVY WEAR ON THE #3 BEARING.

Brief of Accident (Continued)

File No. - 2877

8/10/82

16NM NO. OF PIERCE, ID

A/C Reg. No. N10517

Time (Lc1) - 1355 MDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FATIGUE
2. LUBRICATING SYSTEM,OIL LINE - SEPARATION
3. MAINTENANCE,INSTALLATION - INADEQUATE - COMPANY MAINTENANCE PSNL
4. FLUID,OIL - STARVATION
5. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
6. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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

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

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2903 11/06/82 NEAR IRWIN, ID A/C Reg. No. N5271E Time (Lcl) - 1715 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL SURVEY
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	0	2	0	0

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

Make/Model - CESSNA 180B
Landing Gear - TAILWHEEL-ALL FIXED
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-UNK/NR
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

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

Itinerary

Last Departure Point
ALPINE, AL
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, SE SEA

GLIDER

Age - 45

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	- 870	Last 24 Hrs	- 0
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) - AIRPLANE

-----Narrative-----

THE PILOT AND TWO PASSENGERS WERE ON A LOCAL FLIGHT TO SPOT MOOSE. WHILE FLYING LOW WITH THE FLAPS EXTENDED, THE AIRCRAFT COLLIDED WITH TREES ON RISING TERRAIN, THEN IMPACTED ON THE GROUND AND BURNED. INITIAL IMPACT OCCURRED WITH A 75 FT TALL TREE, ABOUT 60 FT ABOVE THE GROUND. NEITHER OF THE SURVIVING PASSENGERS RECALLED HEARING A STALL WARNING HORN.

Brief of Accident (Continued)

File No. - 2903

11/06/82

NEAR IRWIN, ID

A/C Reg. No. N5271E

Time (Lcl) - 1715 MST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2947 11/20/82 SODA SPRINGS, ID A/C Reg. No. N4606U Time (Lcl) - 1900 MST

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

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

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

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TS10-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

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

<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 - IMC</p> <p>Wind Dir/Speed- 200/005 KTS</p> <p>Visibility - .250 SM</p> <p>Cloud Conditions(1st) - 200 FT OBSCURED</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SALT LAKE CITY, UT</p> <p>Destination IDAHO FALLS, ID</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>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</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 - 51</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 624</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>343</td> <td>Last 30 Days-</td> <td>4</td> </tr> <tr> <td>Instrument-</td> <td>5</td> <td>Last 90 Days-</td> <td>7</td> </tr> </table>	Total	- 624	Last 24 Hrs	- 2	Make/Model-	343	Last 30 Days-	4	Instrument-	5	Last 90 Days-	7
Total	- 624	Last 24 Hrs	- 2											
Make/Model-	343	Last 30 Days-	4											
Instrument-	5	Last 90 Days-	7											

Instrument Rating(s) - NONE

-----Narrative-----

A SEARCH FOR THE AIRCRAFT WAS BEGUN AFTER THE PILOT'S RELATIVES REPORTED IT WAS OVERDUE AND RESIDENTS NEAR THE CRASH SITE HEARD THE SOUNDS OF A LOW FLYING PLANE SUDDENLY TERMINATE. UNOFFICIAL REPORTS OF THE WEATHER INDICATED IT WAS ABOUT 200 FT OBSCURED, 1/4 MI VISIBILITY WITH HEAVY SNOW, TEMP 30 DEG, WIND 200 DEG AT 5 KTS. THE AIRCRAFT WAS FOUND IN FEBRUARY 1983 BY A CROSS-COUNTRY SKIER. AN INVESTIGATION REVEALED IT HAD CRASHED AT HIGH SPEED IN A NEAR VERTICAL DIVE. THE NON-INSTRUMENT RATED PILOT HAD NOT FILED A FLIGHT PLAN AND NO RECORD OF A WEATHER BRIEFING WAS FOUND. THERE WERE NO COMMUNICATIONS WITH THE PILOT AFTER HE DEPARTED THE SALT LAKE CITY AREA. HE HAD BEEN ASSIGNED A DISCRETE TRANSPONDER CODE DURING DEPARTURE AND HAD NOT CHANGED THE CODE, THUS A RADAR TRACK WAS OBTAINED. THE RADAR SHOWED A CONTINUOUS TRACK TO THE AREA OF THE ACCIDENT, THEN WAS INTERMITTENTLY LOST AND REMAINED IN "BOBS AND WEAVES" UNTIL IT DISAPPEARED. NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2947

11/20/82

SODA SPRINGS, ID

A/C Reg. No. N4606U

Time (Lc1) - 1900 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - SNOW
 5. WEATHER CONDITION - OBSCURATION
 6. LIGHT CONDITION - DARK NIGHT
 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

8. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 10. 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) 7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2920

7/09/82

DOWNERS GROVE,IL

A/C Reg. No. N60PS

Time (Lc1) - 0755 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Fire	NONE	Crew	0
		Pass	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-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 - PATWAS
Method - TELEPHONE
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WEST CHICAGO,IL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BROOKRIDGE
Runway Ident - 09
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	811
Make/Model-	811
Instrument-	67
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TREE DURING FORCED LANDING ON A GOLF COURSE AFTER THE ENGINE LOST POWER AT 300 FEET AGL DURING TAKEOFF. WATER WAS FOUND IN THE SUMPS AND CARBURETOR. THE RIGHT FUEL TANK CAP WAS NOT SEALING. THE PILOT REPORTED THAT THE WING SUMPS AND ENGINE SUMP WERE DRAINED PRIOR TO STARTING. HE REPORTED THAT SOME WATER WAS DRAINED FROM THE RIGHT TANK, BUT IT WAS GONE AFTER 2 DRAIN SUMPS WERE SAMPLED. REPORTEDLY, THE ENGINE DRAIN WAS PULLED FOR ABOUT 9 SECONDS, BUT THIS SAMPLE WAS NOT TESTED AS IT RAN ONTO THE GROUND.

Brief of Accident (Continued)

File No. - 2920

7/09/82

DOWNERS GROVE, IL

A/C Reg. No. N60PS

Time (Lc1) - 0755 CDT

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

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, CAP - LOOSE

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

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

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2922

7/27/82

NOBLE, IL

A/C Reg. No. N72HQ

Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -TEST

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

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

Make/Model - Q-BERRY HAWK

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1750

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - 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- 105/003 KTS

Visibility - 4.000 SM

Cloud Conditions(1st) - 6000 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

Airport Proximity

ON AIRPORT

Airport Data

OLNEY-NOBLE

Runway Ident - 10

Runway Lth/Wid - 3900/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 101

Make/Model- 1

Instrument- 5

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 30 MIN AFTER TAKING OFF ON A LOCAL TEST FLIGHT, THE PILOT HAD ENTERED THE TRAFFIC PATTERN AND WAS PREPARING TO TURN ONTO A CROSSWIND LEG, WHEN THE ENGINE LOST POWER. HE ATTEMPTED TO RESTART THE ENGINE, BUT WAS UNABLE. HE ATTEMPTED TO GLIDE TO A RUNWAY, BUT WAS FORCED TO LAND IN A BEAN FIELD. DURING THE LANDING ROLL, THE MAIN GEAR ENCOUNTERED THE BEANS AND THE AIRCRAFT FLIPPED OVER. AN INVESTIGATION REVEALED THAT ABOUT 5 GAL OF FUEL WAS REMAINING IN THE FUEL TANK. NO MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. IT WAS NOTED THAT THE CARBURETOR HOSE WAS IN CLOSE PROXIMITY TO THE EXHAUST STACKS. THE PILOT BELIEVED THAT THE ENGINE LOST POWER DUE TO LACK OF FUEL, POSSIBLY FROM A VAPOR LOCK; HOWEVER, THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2922

7/27/82

NOBLE,IL

A/C Reg. No. N72HQ

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2921

7/28/82

CARROLLTON, IL

A/C Reg. No. N956W

Time (Lcl) - 2005 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - SIAI MARCHETTI S.205-22/R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2640
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-350
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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- 270/006 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 25000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MACOMB, IL
Destination
SAINT LOUIS, MO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
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 - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 292	Last 24 Hrs	- 1
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	47	Last 90 Days-	19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT ENGINE FAILED INFLIGHT AND DURING THE FORCED LANDING ON A ROAD THE AIRCRAFT COLLIDED WITH POSTS. AN INVESTIGATION SHOWED THAT A #4 CONNECTING RODCAP ATTACHING BOLT HAD FAILED.

Brief of Accident (Continued)

File No. - 2921

7/28/82

CARROLLTON, IL

A/C Reg. No. N956W

Time (Lc1) - 2005 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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

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

Finding(s)

2. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2848

9/25/82

SUGARGROVE, IL

A/C Reg. No. N2676A

Time (Lcl) - 2045 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -APPROACH

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

Make/Model - CESSNA 340A

Eng Make/Model - CONTINENTAL TS10-520

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 6025

Engine Type - RECIP - FUEL INJECTED

Weather Radar - YES

No. of Seats - 6

Rated Power - 285 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - .500 SM

Cloud Conditions(1st) - 700 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

CLEVELAND, OH

Destination

AURORA, IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AURORA

Runway Ident - 36

Runway Lth/Wid - 3200/ 75

Runway Surface - MACADAM

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - RADAR ADVISORIES

Type Apch/Lndg - VORTAC

RADAR MONITORED

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 62

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-340

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3484

Last 24 Hrs - UNK/NR

Make/Model- 495

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - 2127

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT COLLIDED WITH TERRAIN AFTER A MISSED APPROACH IN A DESCENDING TURN LEFT WING HIT THE GROUND FIRST. AIRCRAFT BROKE UP AND CAUGHT FIRE. NO MALFUNCTIONS FOUND.

Brief of Accident (Continued)

File No. - 2848

9/25/82

SUGARGROVE, IL

A/C Reg. No. N2676A

Time (Lc1) - 2045 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - FOG
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2961 10/20/82 LEMONT, IL A/C Reg. No. N736NA Time (Lc1) - 0702 CDT

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

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

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

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FAYETTEVILLE, AR	Runway Ident - N/A
Wind Dir/Speed- 225/040 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 1500 FT OVERCAST	Type of Clearance - RADAR ADVISORIES	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 695
SE LAND	Months Since - UNK/NR	Make/Model- 74
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- 8
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF AT 0642 CDT, AND AT 0645, HE REPORTED LEVEL AT 4000 FT MSL. AT 0659:08, HE PREPOTED THAT HE WAS ENCOUNTERING ICING CONDITIONS AND REQUESTED A CLIMB TO 6000 FT. AT 0700:16, AFTER CHANGING FROM TRACON TO CENTER FREQUENCY, HE WAS CLEARED AS REQUESTED. AT 0700:37, THE PILOT REPORTED THAT HE THOUGHT HE WOULD HAVE TO DESCEND. THE CONTROLLER WAS UNABLE TO APPROVE A LOWER ALTITUDE ON COURSE, BUT CLEARED THE PILOT FOR A TURN (TO REVERSE COURSE) AND DESCEND TO 3000 FT. NO OTHER TRANSMISSIONS WERE RECEIVED FROM THE AIRCRAFT AFTER THAT. JUST PRIOR TO THE ACCIDENT, WITNESSES OBSERVED THE PLANE DESCENDING ON A NORTHERLY HEADING WITH THE WINGS ROCKING. THEY REPORTED THAT THE ENGINE WAS OPERATING. INITIAL IMPACT WAS WITH A TREE ON RISING TERRAIN. THE AIRCRAFT THEN STRUCK THE GROUND ON SLIGHTLY HIGHER TERRAIN, 16 FT BELOW AND 95 FT FROM THE INITIAL IMPACT POINT. THE WIND WAS STRONG FROM THE SOUTHWEST. PRIOR TO THE FLIGHT, THE PILOT WAS ADVISED OF THE POTENTIAL FOR ICING AND TURBULENCE.

Brief of Accident (Continued)

File No. - 2961

10/20/82

LEMONT, IL

A/C Reg. No. N736NA

Time (Lc1) - 0702 CDT

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WING - ICE
4. FLIGHT TO ALTERNATE DESTINATION - CONTINUED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2950 11/05/82 SCHAUMBURG, IL A/C Reg. No. N56311 Time (Lcl) - 1500 CST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Cloud Conditions(1st) - 2500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	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 - 5	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 97
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY PURCHASED AIRCRAFT HAD JUST BEEN DELIVERED AND THE PILOT ELECTED TO FLY IT A SHORT PERIOD TO CHECK ITS OPERATION. HE PERFORMED ONE TAKEOFF AND LANDING, THEN STARTED ANOTHER TAKEOFF. HE REPORTED THAT DURING THE SECOND TAKEOFF, THE ENGINE LOST POWER AT ABOUT 75 FT AGL. WHILE CROSSING A ROAD TO LAND IN A BEAN FIELD, THE RIGHT WING HIT A STREET SIGN. AN EXAMINATION OF THE ENGINE WAS MADE, BUT NO DISCREPANCIES WERE FOUND. THE PILOT STATED THAT HE HAD NOT USED THE CARBURETOR HEAT DURING GROUND OPERATION. HE BELIEVED THE ENGINE LOST POWER DUE TO CARBURETOR ICE; HOWEVER, THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2950

11/05/82

SCHAUMBURG, IL

A/C Reg. No. N56311

Time (Lc1) - 1500 CST

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

Finding(s)
1. UNDETERMINED

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

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

----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. - 2953 12/18/82 SANDWICH,IL A/C Reg. No. N9354A Time (Lc1) - 1600 CST

-----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 - SCORPION T00
Landing Gear - SKID
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - ROTORWAY RW133
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 133 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 10000 FT
Cloud Conditions(2nd) - 25000 FT
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 AIRPORT

Airport Data

SANDWICH
Runway Ident - 26
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 23	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 ROTORCRAFT IMPACTED THE RUNWAY VERY HARD WITH NO FLARE AFTER THE ENGINE QUIT 100-200 FEET AGL. THE PILOT HAD NO TRAINING IN THIS AIRCRAFT. NO FUEL WAS FOUND IN THE FUEL TANK AND NO FUEL ODORS WERE PRESENT. AN EXAMINATION OF THE FUEL SYSTEM, ENGINE AND COMPONENTS REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2953

12/18/82

SANDWICH, IL

A/C Reg. No. N9354A

Time (Lc1) - 1600 CST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

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

Finding(s)

5. AUTOROTATION - INITIATED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2917 12/22/82 RIDOTT,IL A/C Reg. No. N6477P Time (Lcl) - 1205 CST

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	FREEPORT,IL	
Completeness	Destination	Airport Data
Basic Weather	RIDOTT,IL	RUSS JANSEN RLA
Wind Dir/Speed-	ATC/Airspace	Runway Ident
180/006 KTS	Type of Flight Plan	- 09
Visibility	- NONE	Runway Lth/Wid
- 7.0 SM	Type of Clearance	- 1320/ 300
Cloud Conditions(1st)	- NONE	Runway Surface
- NONE	Type Apch/Lndg	- GRASS/TURF
Cloud Conditions(2nd)		Runway Status
- NONE		- WET
Obstructions to Vision-		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 80
SE LAND	Months Since	- 17	Make/Model-
	Aircraft Type	- UNK/NR	Instrument-
			4
			Last 24 Hrs - 0
			Last 30 Days- UNK/NR
			Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE PILOT'S FIRST OPERATION ON THE 1320 FT STRIP. AFTER TOUCHDOWN, HE ENCOUNTERED POOR BRAKING ACTION AND ATTEMPTED TO GO AROUND. WHEN HE REALIZED HE HAD INSUFFICIENT RUNWAY REMAINING, HE ABORTED THE GO-AROUND. SUBSEQUENTLY, THE AIRCRAFT COLLIDED WITH 2 FENCES. THE PILOT STATED THAT HE PULLED UP TO CLEAR THE FIRST FENCE, BUT THE RIGHT WHEEL HIT THE FENCE. AFTER TOUCHING DOWN AGAIN, THE AIRCRAFT SLID INTO THE SECOND FENCE. THE AIRPORT OWNER REPORTED THAT THE SUN HAD MELTED THE FROZEN SURFACE, MAKING IT SLICK.

Brief of Accident (Continued)

File No. - 2917

12/22/82

RIDOTT,IL

A/C Reg. No. N6477P

Time (Lc1) - 1205 CST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. TERRAIN CONDITION - WET
 4. TERRAIN CONDITION - ICY
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. OBJECT - FENCE
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2935 5/25/82 EVANSVILLE, IN A/C Reg. No. N3232M Time (Lcl) - 0755 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-MB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 070/005 KTS
Visibility - 4.000 SM
Cloud Conditions(1st) - 2500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PEKIN, IL
Destination
EVANSVILLE, IN

Airport Proximity
ON AIRPORT

Airport Data

EVANSVILLE DRESS REGIONAL
Runway Ident - 04
Runway Lth/Wid - 8021/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Apch/Lndg - ILS - COMPLETE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7300 Last 24 Hrs - 1
Make/Model- 700 Last 30 Days- UNK/NR
Instrument- 440 Last 90 Days- 105
Multi-Eng - 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE AIRCRAFT HAD TOUCHED DOWN FROM AN ILS APPROACH, TOWER PERSONNEL ASKED THE PILOT IF HE COULD MAKE THE FIRST TURNOFF. SHORTLY AFTER THAT, THE RIGHT GEAR COLLAPSED WHEN THE LANDING GEAR ROD ASSEMBLY, PN 0840125-15, FAILED. A METALLURGICAL EXAMINATION OF THE FRACTURE REVEALED INDICATIONS OF OVERLOAD. NO EVIDENCE OF FATIGUE WAS FOUND.

Brief of Accident (Continued)

File No. - 2935

5/25/82

EVANSVILLE, IN

A/C Reg. No. N3232M

Time (Lcl) - 0755 EDT

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2914 10/15/82 INDIANAPOLIS, IN A/C Reg. No. N6803A Time (Lcl) - 1725 EST

-----Basic Information-----

Type Operating Certificate-OPERATING CERTIFICATE	Aircraft Damage					
CORPORATE (14 CFR 125)	SUBSTANTIAL					
Type of Operation -	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Minor	0
Accident Occurred During -TAKEOFF					None	1
						2

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 310 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TRAVERSE CITY, MI	EAGLE CREEK
Wind Dir/Speed- 040/007 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3700/ 75
Cloud Conditions(1st) - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 3268
SE LAND, ME LAND, SE SEA	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model - 75
		Last 30 Days - UNK/NR
		Last 90 Days - 93
		Instrument - 316
		Multi-Eng - 920

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LANDING GEAR RETRACTED AT 64 MPH DURING THE TAKEOFF ROLL. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT SLID ON ITS FUSELAGE. THE LANDING GEAR SYSTEMS ALL OPERATED NORMALLY WHEN CHECKED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2914

10/15/82

INDIANAPOLIS, IN

A/C Reg. No. N6803A

Time (Lc1) - 1725 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2891 10/23/82 SEYMOUR, IN A/C Reg. No. N122EF Time (Lcl) - 1155 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 1	0	0	0
Accident Occurred During	-APPROACH	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- C. EFF VARI-EZE	Eng Make/Model	- CONTINENTAL A65	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 975	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 65 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- 045/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</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>FREEMAN MUNI</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 4100/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 775
SE LAND	Months Since - 20	Make/Model- 0
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS BEING TAXI TESTED WHEN IT BECAME AIRBORNE AND FLEW A FAST, LOW TENTATIVE PATTERN. TURNING FINAL THE TURN WAS VERY STEEP AND AIRCRAFT DESCENDED TO GROUND IMPACTING A TREE PRIOR TO GROUND IMPACT. THE PILOT HAD NO RECORDED FLIGHT TIME IN THIS AIRCRAFT WHICH IS VERY SENSITIVE TO CONTROL INPUTS.

Brief of Accident (Continued)

File No. - 2891

10/23/82

SEYMOUR, IN

A/C Reg. No. N122EF

Time (Lc1) - 1155 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - 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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2804 11/12/82 WICHITA,KS A/C Reg. No. N2627U Time (Lcl) - 1404 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -OTHER	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 501	Eng Make/Model - P & W JT15D-1B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12000	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 7	Rated Power - 2200 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	UNK/NR	MID CONTINENT
Wind Dir/Speed- 340/016 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7300/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 26	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 0
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 0
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

A NON-PILOT MECHANIC EMPLOYED AT THE MANUFACTURER'S FACILITY TOOK OFF IN THE ACFT. THE ACFT WAS OBSERVED ENTERING A VERY STEEP CLIMB & APPEARED TO STALL. THE NOSE WAS LOWERED & THE ACFT TURNED LEFT & ENTERED A DOWNWIND LEG TO RWY 1R. IT THEN TURNED ONTO A LOW BASE LEG & CONTINUED TO A VERY LOW FINAL. AFTER SEVERAL OSCILLATIONS IN ROLL THE ACFT TOUCHED DOWN 557 FT SHORT OF THE RWY & COLLIDED WITH APPROACH LIGHT STANCHIONS. THE MECHANIC HAD BEEN & WAS, AT THE TIME OF THE ACCIDENT, UNDER PSYCHIATRIC CARE(SCHIZOPHRENIA).

Brief of Accident (Continued)

File No. - 2804

11/12/82

WICHITA,KS

A/C Reg. No. N2627U

Time (Lcl) - 1404 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRPLANE HANDLING - IMPROPER - UNQUALIFIED PERSON
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - APPROACH LIGHT/NAVAID

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2806

11/17/82

SHARON,KS

A/C Reg. No. N500FL

Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

Crew

2

0

0

0

ON GROUND

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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- 180 -UNK/NR

Visibility - 4.000 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

MEDICINE LODGE,KS

Destination

WICHITA,KS

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 - 36

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 500

Make/Model- UNK/NR

Instrument- UNK/NR

Last 24 Hrs - 0

Last 30 Days- 21

Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED 12 MI FROM THE DEPARTURE POINT IN HILLY TERRAIN ON A DIRECT ROUTE TO THE DESTINATION IN A 40 DEG NOSE LOW & 75 DEG RIGHT WING LOW ATTITUDE. THERE ARE NO WX REPORTING FACILITIES NEAR THE ACCIDENT SITE. THE 1851 WX OBSERVATION AT ENID,OK (62 MI SE) WAS 1600 FT BROKEN & 5 MI IN FOG. THE 1931 WX OBSERVATION AT WICHITA, KS (52 MI NE) WAS 900 FT BROKEN & 6 MI IN FOG. THE OTHER PILOT HAD A STUDENT CERTIFICATE & WAS PRESIDENT OF THE FLYING CLUB THAT OPERATED THE ACFT. BOTH OCCUPANTS WERE FOUND OUTSIDE OF THE ACFT.

Brief of Accident (Continued)

File No. - 2806

11/17/82

SHARON,KS

A/C Reg. No. N500FL

Time (Lcl) - 1900 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 - CLOUDS
 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) 1,2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2818 11/20/82 WAMEGO,KS A/C Reg. No. N3599E Time (Lcl) - 0901 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	2	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MANHATTAN,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TOPEKA,KS	Runway Ident - N/A
Wind Dir/Speed- 350/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS OBSERVED THE ACFT FLYING LOW ALONG THE KANSAS RIVER FOR ABOUT 2 MI JUST BEFORE THE ACCIDENT. HE STATED THAT THE ACFT WAS FLYING BELOW THE TOPS OF TREES BORDERING THE RIVER. THE TWO LOWER STRANDS OF A POWER LINE, WHICH CROSSES THE RIVER, WERE FOUND BROKEN. THE WIRES WERE ESTIMATED TO BE 40 TO 50 FT ABOVE THE WATER. THE LINES DID NOT HAVE HIGH VISIBILITY MARKERS ATTACHED NOR WERE THEY DISPLAYED ON THE CURRENT SECTIONAL AERONAUTICAL CHART.

Brief of Accident (Continued)

File No. - 2818

11/20/82

WAMEGO,KS

A/C Reg. No. N3599E

Time (Lc1) - 0901 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2962 4/22/82 INTRACOASTAL CITY, LA A/C Reg. No. N5752W Time (Lc1) - 1307 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	Serious	Minor	None
Accident Occurred During	-LANDING			1	0	0	1
					1	0	8

-----Aircraft Information-----

Make/Model	- BELL 212	Eng Make/Model	- P & W PT6T3-3B-6	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 11200	Engine Type	- TURBOSHAFT	Weather Radar	- UNK/NR
No. of Seats	- 15	Rated Power	- 900 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	HIGH ISLAND BLK	
Completeness	Destination	Airport Data
Basic Weather	INTRACOASTAL CITY, LA	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- IFR	Runway Lth/Wid
Cloud Conditions(2nd)	- IFR	- N/A
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	Type Apch/Lndg	- WATER
Condition of Light	- NONE	Runway Status
		- WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current	- 25383	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since	Make/Model - 426	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 71
		Multi-Eng - 1000	Rotorcraft - 11957

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS IN CRUISE FLIGHT WHEN A SUDDEN AND SEVERE RIGHT YAW OCCURRED. SUBSEQUENTLY, IT WAS AUTOROTATED TO A DITCHING IN ROUGH WATER. TOUCHDOWN WAS MADE ON TOP OF A WAVE, THEN THE HELICOPTER ROLLED OVER. THE SURVIVORS DID NOT GET THE RAFT OUT. ANOTHER HELICOPTER ARRIVED BUT COULD NOT LAND IN THE ROUGH SEA. A LIFE RAFT WAS DROPPED, BUT IT WAS BLOWN DOWNWIND BY THE TIME A SURVIVOR (THE COPILOT) SWAM TO IT AND GOT IT INFLATED. THE COPILOT WAS UNABLE TO PADDLE AGAINST THE WIND TO THE OTHER SURVIVORS. THE HELICOPTER SANK BEFORE A RESCUE BOAT ARRIVED. HOWEVER, IT WAS RECOVERED, LATER. AN INVESTIGATION REVEALED THAT THE FEMALE PORTION OF A TAIL ROTOR COUPLING, PN 204-040-604-5, HAD FAILED DUE TO LACK OF LUBRICATION. THE PROPER TYPE OF LUBRICANT HAD BEEN USED. AN EXAM OF THE COUPLING SEAL, PN 204-040-611-1, REVEALED TEARS AND A CIRCUMFERENTIAL CUT, .14 TO .16 INCH LONG. GREASE WAS FOUND THROUGHOUT THE CUT AREA. THE HELICOPTER HAD ACCUMULATED 1226 HRS TOTAL TIME AND 376 HRS SINCE OVERHAUL.

Brief of Accident (Continued)

File No. - 2962

4/22/82

INTRACOASTAL CITY, LA

A/C Reg. No. N5752W

Time (Lcl) - 1307 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - OTHER
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - OVERTEMPERATURE
3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - WORN
4. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - DISCONNECTED

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are, finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2839

12/02/82

VENICE, LA

A/C Reg. No. 1829R

Time (Lc1) - 1600 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER

ON-DEMAND AIR TAXI

Aircraft Damage

SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -NON SCHED, DOMESTIC, CARGO

Flight Conducted Under -14 CFR 135

Fire

NONE

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 185

Landing Gear - AMPHIBIAN

Max Gross Wt - 3350

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135 -UNK/NR

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SHELL SPB

Runway Ident - 18

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER - CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, SE SEA, ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2726	Last 24 Hrs	- 5
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Make/Model	- 350	Last 30 Days	- 73
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Instrument	- 79	Last 90 Days	- 210
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Multi-Eng	- 50
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT MAKING WATER TAKEOFF PASS PIERS COLLIDED WITH A TUG THAT APPEARED OUT OF A SLIP. AIRCRAFT SANK.

Brief of Accident (Continued)

File No. - 2839

12/02/82

VENICE, LA

A/C Reg. No. 1829R

Time (Lc1) - 1600 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

-----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. - 2853 1/23/82 BOSTON,MA A/C Reg. No. N113WA Time (Lcl) - 1937 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	DESTROYED						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			2	2	5	5	
						19	177	

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-10-30	Eng Make/Model	- GE CF6-50C2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 365000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 343	Rated Power	- 50400 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NEWARK,NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BOSTON,MA	BOSTON-LOGAN INTER'L
Wind Dir/Speed- 165/003 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 2.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9191/ 150
Cloud Conditions(1st) - 800 FT OVERCAST	Type of Clearance - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VORTAC	Runway Status - WET
Obstructions to Vision- FOG		ICE
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18091
SE LAND,ME LAND	Months Since - 6	Make/Model- 1969
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARR, PLT ACKD RCPT OF ATIS INFO & FLD COND RPRT, BOTH IN DCG BRAKING ACTION "FAIR TO POOR." HE WAS NOT ADZD OF 3 PLT RPRTS OF BRAKING ACTION "POOR TO NIL" OR "POOR." ACFT WAS CLRD FOR VOR/DME APCH TO RWY 15R. DUE TO PSBL WND SHEAR, 35 DEG OF FLAPS (INSTEAD OF 50) WAS EXTDD DRG APCH. AUTOTHROTTLE/SOD CTL (AT/SC) WAS USED TO CTL SPD (APRX 10 KT HI) DRG APCH. THE HIGHER SPD WAS ACCEPTED IAW CO SOP, BUT THE AT/SC WAS USED THRU-OUT THE FLARE. THE ACFT TCHD DWN APRX 2500' BYD THE DSPLCD THRESHOLD WITH ABOUT 6690' RMNG. (NO LGTD RWY DSTC MKRS AVBL.) ALL DCLRTV DEVICES WERE USED TO SLOW THE ACFT, BUT IT CONTD BYD END OF RWY & WENT OVR A SEA WALL. INV REVEALED PRECIP HAD RFZN TO FROM GLAZE ICE. OF 14 PLTS, 9 HAD NOT VOLUNTEERED BRAKING ACTION RPRTS & TWR DID NOT ASK FOR RPRTS DRG CONTD PRECIP. ATIS NOT UPDATED FOR 2 HRS. FAA REGS LACK GUIDANCE TO ARPT MNGMNT FOR MEASUREMENT OF RWY SLICKNESS, LACKED MEANS OF CORRELATING SLICK RWY SFC WITH ACFT STOP DSTC, DID NOT EXTDD AUTH RWY LENGTHS FOR ICY RWYS. ARPT MNGMNT DID NOT INSP/IMPROVE RWY COND AFT BRKG RPRTD POOR/NIL

Brief of Accident (Continued)

File No. - 2853

1/23/82

BOSTON,MA

A/C Reg. No. N113WA

Time (Lc1) - 1937 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. TERRAIN CONDITION - SNOW COVERED
3. AIRPORT SNOW REMOVAL - PERFORMED - AIRPORT PERSONNEL
4. WEATHER CONDITION - RAIN
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
6. SAFETY ADVISORY - NOT ISSUED - PILOT OF OTHER AIRCRAFT
7. MONITORING - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
8. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - AIRPORT PERSONNEL
9. AIRCRAFT/EQUIPMENT INADEQUATE - AIRPORT PERSONNEL
10. INSUFFICIENT STANDARDS/REQUIREMENTS,OPERATION/OPERATOR - FAA(ORGANIZATION)
11. SAFETY ADVISORY - ISSUED - PILOT OF OTHER AIRCRAFT
12. SAFETY ADVISORY - NOT ISSUED - ATC PSNL(LCL/GND/CLNC)
13. UNSAFE/HAZARDOUS CONDITION WARNING - NOT RECEIVED - PILOT IN COMMAND
14. LIGHT CONDITION - DARK NIGHT
15. WEATHER CONDITION - UNFAVORABLE WIND
16. LOWERING OF FLAPS - REDUCED - PILOT IN COMMAND
17. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
18. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
19. AIRPORT FACILITIES,RUNWAY REMAINING DIST MARKERS - INADEQUATE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

20. TERRAIN CONDITION - DOWNHILL
21. TERRAIN CONDITION - WATER,ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,10,12

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,15,17,19,20,21

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2990 7/31/82 AGAWAM, MA A/C Reg. No. N57507 Time (Lc1) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	NONE	0	1	0	0
Flight Conducted Under	-14 CFR 91	Crew		0	1	0	0
Accident Occurred During	-APPROACH	Pass					

-----Aircraft Information-----

Make/Model	- BELLANCA 7KCAB	Eng Make/Model	- LYCOMING IO-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	WESTFIELD, MA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	BOWLES AIRPORT
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 23
Cloud Conditions(1st)	- 3500 FT SCATTERED	Type of Clearance	- UNK/NR
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- N/A
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, ATP	Current - YES	Total	- 5790
SE LAND, ME LAND	Months Since - 10	Make/Model	- 251
	Aircraft Type - UNK/NR	Instrument	- 810
		Multi-Eng	- 530
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 120

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SETTING UP TO LAND ON RWY 23, THE PLT THROTTLED BACK THE ENG & IT QUIT. THE ACFT CRASHED INTO A WOODED AREA APPROXIMATELY 1/4 MI FROM THE END OF THE RWY. DURING THE POST-ACCIDENT ENG RUN, THE ENG WOULD NOT MAINTAIN 700 RPM AT IDLE (MANUFACTURERS RECOMMENDED IDLE SPEED), DROPPED TO 250 RPM & FINALLY STOPPED. A FLOW CHECK OF THE FUEL INJECTOR WAS 3 PPH LOW AT IDLE SETTING & WAS BROUGHT UP TO SPECS BY TURNING THE IDLE ADJUSTING WHEEL APPROXIMATELY 2-1/2 TURNS.

Brief of Accident (Continued)

File No. - 2990

7/31/82

AGAWAM,MA

A/C Reg. No. N57507

Time (Lc1) - 1100 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FUEL SYSTEM,INJECTOR - PRESSURE TOO LOW

2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - BASE TURN

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. - 2844

12/13/82

FALL RIVER, MA

A/C Reg. No. N62635

Time (Lc1) - 1935 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 2
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- 240/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
ELMIRA, NY
Destination
FALL RIVER, MA

Airport Proximity
ON AIRPORT

Airport Data

FALL RIVER MUNICIPAL
Runway Ident - 24
Runway Lth/Wid - 3950/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1854	Last 24 Hrs -	2
Make/Model-	665	Last 30 Days-	UNK/NR
Instrument-	250	Last 90 Days-	30
Multi-Eng -	1300	Rotorcraft -	4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED ON THE RWY WHICH HAD THE MIDDLE THIRD OF ITS WIDTH COVERED WITH 6-8 INCHES OF SNOW. THE OUTER THIRDS WERE PLOWED BUT ICY.

Brief of Accident (Continued)

File No. - 2844

12/13/82

FALL RIVER, MA

A/C Reg. No. N62635

Time (Lc1) - 1935 EDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2829 12/24/82 DELMAR, MD A/C Reg. No. N6207L Time (Lcl) - 1259 EST

-----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 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1465	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALISBURY, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 280
SE LAND	Months Since - 10	Make/Model- 195
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MAKING STEEP TURNS NEAR HIS HOME AT LOW ALTITUDE STALLED AND CRASHED. NO MALFUNCTIONS FOUND. WITNESSES SAID ENGINE SOUNDED NORMAL IN FLIGHT.

Brief of Accident (Continued)

File No. - 2829

12/24/82

DELMAR, MD

A/C Reg. No. N6207L

Time (Lc1) - 1259 EST

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 TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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. - 2816

5/12/82

SANFORD, ME

A/C Reg. No. N81029

Time (Lc1) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	1	0	0
Other	0	0	1	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----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-D36
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 180/006 KTS
Visibility - 20.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTLAND, ME
Destination
SANFORD, ME

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANFORD MUNICIPAL
Runway Ident - 14
Runway Lth/Wid - 4100/ 150
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 432
Last 24 Hrs - 1
Make/Model- 432
Last 30 Days- 2
Instrument- 0
Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-28, N81029, AND A CESSNA 172P, N53442, WERE APPROACHING TO LAND ON RUNWAY 14, WHEN THEY COLLIDED ABOUT 1000 FT FROM THE THRESHOLD. THE PILOT OF THE PIPER STATED THAT HE HAD ENTERED THE TRAFFIC PATTERN AND BEGAN TO EXPLAIN THE MECHANICS OF THE PATTERN TO HIS DAUGHTER. AFTER MAKING A NORMAL LANDING, HE MADE A "RUNWAY TAKEOFF" AND BEGAN A SECOND PATTERN. HE STATED WHEN HE WAS ON BASE LEG FOR HIS SECOND LANDING, HE HEARD ANOTHER PILOT CALL ON A LEFT DOWNWIND. REPORTEDLY, HE THE TRANSMITTED THAT HE WAS ON BASE AND CONTINUED LOOKING FOR OTHER TRAFFIC. ON FINAL APPROACH HE SAW THE SHADOW OF N53442 ON HIS PLANE JUST BEFORE IMPACT. THE CESSNA PILOT REPORTED THAT HE HAD TRACKED TO THE RADIO BEACON, AND AFTER BEACON PASSAGE, STARTED A LONG FINAL APPROACH. REPORTEDLY, HE CALLED ON A LONG FINAL APPROACH ABOUT 2 MILES OUT AND LOOKED FOR OTHER AIRCRAFT. JUST PRIOR TO COLLISION, HE SAW THE PIPER CONVERGING FROM BELOW. AFTER IMPACT, HE HAD PARTIAL CTL TIL HE CRASH LNDD IN A PARKING LOT & HIT A CAR. N81029 CRASHED IN UNCTLD DSCNT.

Brief of Accident (Continued)

File No. - 2816

5/12/82

SANFORD, ME

A/C Reg. No. N81029

Time (Lc1) - 1615 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2816 5/12/82 SANFORD, ME A/C Reg. No. N53442 Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	SUBSTANTIAL				
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During -APPROACH		Other	0	0	1
			0	2	0
					None
					0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-02J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ROCHESTER, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SANFORD, ME	SANFORD MUNICIPAL
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 150
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT SCATTERED	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1864
SE LAND, ME LAND	Months Since - 15	Make/Model- 202
	Aircraft Type - UNK/NR	Instrument- 149
		Multi-Eng - 136
		Last 24 Hrs - 6
		Last 30 Days- 27
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-28, N81029, AND A CESSNA 172P, N53442, WERE APPROACHING TO LAND ON RUNWAY 14, WHEN THEY COLLIDED ABOUT 1000 FT FROM THE THRESHOLD. THE PILOT OF THE PIPER STATED THAT HE HAD ENTERED THE TRAFFIC PATTERN AND BEGAN TO EXPLAIN THE MECHANICS OF THE PATTERN TO HIS DAUGHTER. AFTER MAKING A NORMAL LANDING, HE MADE A "RUNWAY TAKEOFF" AND BEGAN A SECOND PATTERN. HE STATED WHEN HE WAS ON BASE LEG FOR HIS SECOND LANDING, HE HEARD ANOTHER PILOT CALL ON A LEFT DOWNWIND. REPORTEDLY, HE THEN TRANSMITTED THAT HE WAS ON BASE AND CONTINUED LOOKING FOR OTHER TRAFFIC. ON FINAL APPROACH HE SAW THE SHADOW OF N53442 ON HIS PLANE JUST BEFORE IMPACT. THE CESSNA PILOT REPORTED THAT HE HAD TRACKED TO THE RADIO BEACON, AND AFTER BEACON PASSAGE, STARTED A LONG FINAL APPROACH. REPORTEDLY, HE CALLED ON A LONG FINAL APPROACH ABOUT 2 MILES OUT AND LOOKED FOR OTHER AIRCRAFT. JUST PRIOR TO COLLISION, HE SAW THE PIPER CONVERGING FROM BELOW. AFTER IMPACT, HE HAD PARTIAL CTL TIL HE CRASH LNDD IN A PARKING LOT & HIT A CAR. N81029 CRASHED IN UNCTLD DSCNT.

Brief of Accident (Continued)

File No. - 2816

5/12/82

SANFORD, ME

A/C Reg. No. N53442

Time (Lcl) - 1615 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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 LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - VEHICLE

-----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. - 2949

8/24/82

CARTHAGE, ME

A/C Reg. No. N3728H

Time (Lc1) - 1900 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
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - ERCO 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHILLIPS, ME
Destination
DIXFIELD, ME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 800	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 AIRCRAFT WAS OBSERVED FLYING AT LOW ALTITUDE DURING WHICH THE ENGINE SOUNDS CEASED. THE AIRCRAFT STALLED AND DESCENDED VERTICALLY TO THE GROUND.

Brief of Accident (Continued)

File No. - 2949

8/24/82

CARTHAGE, ME

A/C Reg. No. N3728H

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2885

5/27/82

MILFORD, MI

A/C Reg. No. N4967G

Time (Lcl) - 0155 EDT

-----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 - MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 080/004 KTS
Visibility - 2.000 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
DETROIT, MI
Destination
PONTIAC, 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, ME LAND

Age - 34

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 150	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-----

EARLIER IN THE EVENING DURING A RETURN FLT FROM LONDON, ONTARIO TO PONTIAC, MI THE PLT BECAME DISORIENTED & WAS RADAR VECTORED TO DETROIT CITY ARPT, THE ONLY ARPT REPORTING VMC. THE PLT LANDED AT ABOUT 2208. AFTER LANDING THE PLT RECEIVED TWO WX BRIEFINGS AT 2336 & 0016. BOTH TIMES THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE FLT DEPARTED AT 0033 & WITNESSES OBSERVED AN ACFT FLYING ABOUT 2 MI SOUTH OF THE ACCIDENT SITE. VISIBILITY WAS REPORTED ABOUT 200 FT ON HIGH GROUND & 500 FT IN LOW LYING AREAS.

Brief of Accident (Continued)

File No. - 2885

5/27/82

MILFORD,MI

A/C Reg. No. N4967G

Time (Lcl) - 0155 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2956

9/10/82

HOUGHTON, MI

A/C Reg. No. N5518Q

Time (Lcl) - 2034 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

ON GROUND

-----Aircraft Information-----

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 090/007 KTS
Visibility - .125 SM
Cloud Conditions(1st) - 100 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DUSK

Itinerary

Last Departure Point
BAY CITY, MI
Destination
HOUGHTON, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HOUGHTON COUNTY MEMORIAL
Runway Ident - 31
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - ILS - LOCALIZER ONLY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 49
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) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES WHILE MAKING AN ILS APPROACH TO HOUGHTON COUNTY MEMORIAL ARPT, HANCOCK, MI. THE WEATHER WAS IMC AND AN IFR FLT PLAN HAD BEEN FILED. THE TWO OCCUPANTS WERE HELD IN THE ACFT BY SEAT BELTS AND WERE FATALLY INJURED IN THE CRASH AND POST CRASH FIRE. THE FLT ORIGINATED AT BAY CITY, MI ABOUT 2 HRS & 15 MIN BEFORE THE CRASH. INBOUND TO HOUGHTON THE PILOT HAD RECEIVED A WEATHER UPDATE WITH VISIBILITY LESS THAN 1/4 MILE. WHEN ASKED IF HE WANTED TO TRY AN APPROACH HE SAID "I'LL TAKE A LOOK". AND "IF WE DON'T MAKE IT WE'LL NEED SOME PLACE TO GO". NO ALTERNATE HAD BEEN FILED ON HIS FLT PLAN. NO MORE TRANSMISSIONS WERE MADE AND 6 MINUTES AFTER THE PILOTS LAST STATEMENT A LOCAL RESIDENT CALLED HOUGHTON FSS AND REPORTED HEARING AN ACFT CRASH.

Brief of Accident (Continued)

File No. - 2956

9/10/82

HOUGHTON,MI

A/C Reg. No. N5518Q

Time (Lcl) - 2034 EDT

Occurrence #1 HARD LANDING
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
7. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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) 1,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2814

10/11/82

LANSING, MI

A/C Reg. No. N24639

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BEECH A24R

Eng Make/Model - LYCOMING IO-360-A1B

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/007 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 1500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

IONIA, MI

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 - 57

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - BE-A24R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 544

Make/Model- 352

Instrument- 2

Last 24 Hrs - 1

Last 30 Days- 2

Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT FLYING IN AN EASTERLY DIRECTION, LEVEL BUT IN A SLIGHTLY DESCENDING FLIGHT PATH. NO SMOKE, FLAME OR PARTS FALLING FROM THE ACFT WERE OBSERVED. THE ENG SOUND WAS STEADY & LOUD. THE DESCENT CONTINUED AT A SHALLOW ANGLE UNTIL IMPACT. NO PRE-IMPACT AIRFRAME OR ENG MALFUNCTION OR FAILURE FOUND.

Brief of Accident (Continued)

File No. - 2814

10/11/82

LANSING, MI

A/C Reg. No. N24639

Time (Lc1) - 1030 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

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. - 2926 11/07/82 PORT HOPE, MI A/C Reg. No. N5301D Time (Lc1) - 1530 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	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination PONTIAC, MI	Airport Data
Completeness - N/A		AIR PORT HOPE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- 215/015 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Visibility - 12.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(1st) - NONE	Type Apch/Lndg - NONE	Runway Status - WET
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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 113
SE LAND	Months Since - 19	Make/Model- 27
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ESTIMATED THAT THE WIND WAS FROM 210 TO 220 DEG AT 15 KTS. HE REPORTED THAT THE GRASS RUNWAY WAS SOFT AND WET. FOR TAKEOFF ON RUNWAY 18, HE USED 10 DEG OF FLAPS AND ABOUT 1/2 OF THE AVAILABLE AILERON WHILE USING A SOFT FIELD TAKEOFF PROCEDURE. THE PILOT STATED THAT HE ENCOUNTERED A SUDDEN GUST OF WIND AND THE PLANE BEGAN TO DRIFT LEFT. SUBSEQUENTLY, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 2926

11/07/82

PORT HOPE, MI

A/C Reg. No. N5301D

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - TREE(S)
 6. 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) 3

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. - 2946

11/17/82

NEW HUDSON, MI

A/C Reg. No. N7730C

Time (Lcl) - 1310 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- 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 AIRPORT

Airport Data

NEW HUDSON
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 601	Last 24 Hrs -	0
Make/Model-	547	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS GIVING A PLANE RIDE TO HIS BROTHER, HIS BROTHER'S GRANDSON AND THE CHILD'S MOTHER. THE CHILD'S GRANDMOTHER WANTED TO TAKE PICTURES AND WALKED INTO THE PARKING AREA NEXT TO THE TAXIWAY. WHILE LOOKING THROUGH THE VIEWFINDER, HER DEPTH PERCEPTION WAS AFFECTED. SHE WALKED TOO CLOSE TO THE TAXIWAY AND INTO THE PATH OF THE PLANE'S WING. SHE WAS STRUCK BY THE WING TIP (A GLANCING BLOW ON THE SIDE OF HER HEAD). SUBSEQUENTLY, SHE FELL AND BROKE HER LEFT CLAVICLE.

Brief of Accident (Continued)

File No. - 2946

11/17/82

NEW HUDSON, MI

A/C Reg. No. N7730C

Time (Lc1) - 1310 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - OTHER PERSON
3. OBJECT - OTHER PERSON

----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. - 2884 12/04/82 DEWITT, MI A/C Reg. No. N918JS Time (Lcl) - 1520 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -TEST	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CGS AVIATION HAWK	Eng Make/Model - CUYUNA 430R	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 495	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 30 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 36
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Lth/Wid - 1500/ 150
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 25000 FT SCATTERED	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 57
SE LAND	Months Since - 18	Make/Model- 0
	Aircraft Type - PA-28	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER HAD BEEN CONDUCTING HI-SPEED TAXI PRACTICE WITH SHORT TAKEOFF/LANDING HOPS IN THE SAME DIRECTION BUT WAS UNABLE TO OBTAIN LIFT-OFF. HE THEN ASKED THE PLT TO SEE WHAT THE PROBLEM WAS THE PLT SAID HE WOULD NOT ATTEMPT TO FLY THE ULTRALIGHT. ON THE 2ND RUN THE ACFT BECAME AIRBORNE BY ABOUT 10-12 FT AGL. POWER WAS REDUCED & THE ACFT NOSED IN HARD FOLLOWED BY A BOUNCE INTO THE AIR NOSE HIGH. POWER WAS APPLIED & THE ACFT CONTINUED A CLIMB JUST CLEARING POWER LINES. THE ACFT THEN LOST ALTITUDE, WOBBLED SLIGHTLY, & MADE A SLOW RIGHT BANK GAINING ALTITUDE. DURING AN APPARENT ATTEMPT TO RETURN TO THE FIELD IT WAS OBSERVED TO SUDDENLY DIVE TOWARD THE GROUND. THE PLT HAD COMPLETED A CHECK RIDE IN A SINGLE-SEAT CGS HAWK DURING THE SUMMER OF 1982. THE OBSERVER REPORTEDLY STATED THAT THE PLT WAS NOT AS SMOOTH AS OTHER PILOTS THAT HAD COMPLETED SIMILAR CHECK RIDES.

Brief of Accident (Continued)

File No. - 2884

12/04/82

DEWITT, MI

A/C Reg. No. N918JS

Time (Lc1) - 1520 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2811

12/11/82

KALAMAZOO, MI

A/C Reg. No. N256B

Time (Lc1) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - COLONIAL C-1
Landing Gear - AMPHIBIAN
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A3B
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- 330/005 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SOUTH BEND, IN
Destination
GRAND HAVEN, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

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 - 10
Aircraft Type - C-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 240
Make/Model- 1
Instrument- 39
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LOST OIL PRESSURE AND ELECTED TO LAND IN A PLOWED FIELD. NOSE GEAR COLLAPSED DURING LANDING. OIL LEAK WAS THE CAUSE OF THE DROP IN QUANTITY AND PRESSURE.

Brief of Accident (Continued)

File No. - 2811

12/11/82

KALAMAZOO,MI

A/C Reg. No. N256B

Time (Lc1) - 1620 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LUBRICATING SYSTEM - PRESSURE TOO LOW
 2. FLUID,OIL - LEAK
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
 5. LANDING GEAR,NOSE GEAR - OVERLOAD
 6. 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2988 12/18/82 GAYLORD, MI A/C Reg. No. N1777E Time (Lcl) - 1237 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 310R	Eng Make/Model	- CONTINENTAL TS10-520-BB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAULT STE. MARIE, MI	
Completeness	Destination	Airport Data
Basic Weather	CHARLESTON, WV	OTSEGO COUNTY
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 27
Cloud Conditions(1st)	Type of Flight Plan	Runway Lth/Wid
- 800 FT OVERCAST	- IFR	- 5000/ 75
Cloud Conditions(2nd)	Type of Clearance	Runway Surface
- NONE	- RADAR ADVISORIES	Runway Status
Obstructions to Vision	Type Apch/Lndg	- UNK/NR
- FOG	- VISUAL FULL CIRCUIT	
Precipitation		
- FREEZING DRIZZLE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 6	- 9760
HELICOPTER	Aircraft Type	- UNK/NR	Make/Model
			- 350
			Instrument
			- 1413
			Multi-Eng
			- 900
			Last 24 Hrs
			- 3
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 75
			Rotorcraft
			- 3000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO A FLIGHT FROM CHARLESTON, WV TO SAULT STE MARIE, MI, THE PILOT WAS BRIEFED TO EXPECT ICING CONDITIONS. DURING THE FLIGHT, MIXED AND RIME ICING CONDITIONS WERE ENCOUNTERED; HOWEVER, THE DEICING EQUIPMENT REMOVED IT SATISFACTORILY. AN UPDATE WEATHER BRIEFING WAS NOT OBTAINED FOR A RETURN FLIGHT. AFTER TAKEOFF, THE PILOT LEVELED AT 7000 FT MSL. ABOUT 22 MIN LATER, HE REQUESTED A LOWER ALTITUDE BECAUSE OF HEAVY ICING CONDITIONS. THE AIRCRAFT WAS CLEAR TO 6000 FT, THEN 5000 FT, BUT WAS STILL IN ICING CONDITIONS. A CLIMB TO 9000 WAS THEN UNSUCCESSFULLY ATTEMPTED. THE PILOT THEN DIVERTED TOWARD GAYLORD AND WAS CLEARED TO 3500 FT. THE PILOT SAW THE AIRPORT WHILE AT AN ALTITUDE OF ABOUT 900 FT AGL, BUT WAS UNABLE TO MANEUVER THE PLANE TO LAND ON A RUNWAY. FINALLY, AT AN ALTITUDE OF ABOUT 50 FT AGL, HE LEVELED THE WINGS AND LANDED STRAIGHT AHEAD. DURING THE LANDING ROLL-OUT, THE AIRCRAFT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 2988

12/18/82

GAYLORD,MI

A/C Reg. No. N1777E

Time (Lcl) - 1237 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. WEATHER CONDITION - ICING CONDITIONS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WING - ICE
5. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 2,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2979 5/10/82 SUNBURG, MN A/C Reg. No. N8432X Time (Lcl) - 2141 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 280/018 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 800 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
WOODRUFF, WI
Destination
BENSON, MN

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 122	Last 24 Hrs	- 4
Make/Model	- 80	Last 30 Days	- 26
Instrument	- 1	Last 90 Days	- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RECEIVED SEVERAL WEATHER BRIEFINGS AND WAS ADVISED OF A SEVERE COLD FRONT AND THUNDERSTORMS IN AN AREA ON HIS ROUTE. PRIOR TO TAKEOFF, HE WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. WHILE EN ROUTE, THE PILOT REPORTED THAT HE WAS "TOTALLY OBSCURED." SHORTLY AFTER THAT, HE REPORTED HAVING DIFFICULTY IN MAINTAINING A HEADING AND THAT HIS GYRO AND MAGNETIC COMPASSES WERE SPINNING. RADIO AND RADAR CONTACT WERE LOST SOON AFTER THAT. SUBSEQUENTLY, THE PLANE CRASHED IN A WOODED AREA. AN EXAMINATION OF THE VACUUM PUMP REVEALED NO PREIMPACT FAILURE. A DISASSEMBLY OF THE DIRECTIONAL GYRO REVEALED SIGNS OF WEAR IN THE UPPER AND LOWER GIMBLE RING BEARINGS WHICH COULD HAVE RESULTED IN ERRATIC OPERATION OR EXCESSIVE PRECESSION.

Brief of Accident (Continued)

File No. - 2979

5/10/82

SUNBURG,MN

A/C Reg. No. N8432X

Time (Lcl) - 2141 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - TURBULENCE
6. VFR FLIGHT INTO IMC - CONTINUOUS - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

8. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - ERRATIC
9. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. 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) 6,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2809

5/12/82

BENSON, MN

A/C Reg. No. N4030C

Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew			
		Pass			
		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

0 0 0 1
0 0 0 1

-----Aircraft Information-----

Make/Model - HILLER 12E
Landing Gear - SKID
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING VO-540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 070/020 KTS
Visibility - 3.000 SM
Cloud Conditions(1st) - 300 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLMAR, MN
Destination
BENSON, MN

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,SE SEA,ME LAND
HELICOPTER

Age - 49

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13190	Last 24 Hrs	- 14
Make/Model-	325	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	40
Multi-Eng -	3040	Rotorcraft -	1030

Instrument Rating(s) - AIRPLANE

-----Narrative-----

HELICOPTER FLYING AT 250 FEET TO STAY BELOW CLOUDS HAD ENGINE FAILURE. LANDED DOWNWIND IN MUDDY FIELD. RIGHT SKID COLLAPSED.

Brief of Accident (Continued)

File No. - 2809

5/12/82

BENSON,MN

A/C Reg. No. N4030C

Time (Lc1) - 1530 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WEATHER CONDITION - TAILWIND
3. TERRAIN CONDITION - SOFT
4. LANDING GEAR,SKID ASSEMBLY - OVERLOAD
5. LANDING GEAR,SKID ASSEMBLY - FAILURE,PARTIAL

----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. - 2975 10/10/82 ST. CLOUD, MN A/C Reg. No. N6332P Time (Lc1) - 1430 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	0	1		
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	0	1		
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 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	ST. CLOUD
Wind Dir/Speed	- 320/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 24R
Cloud Conditions(1st)	- 2000 FT SCATTERED	Type of Clearance	- 5200/ 100
Cloud Conditions(2nd)	- 3000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- 120
SE LAND	Months Since - 21	Make/Model	- 107
	Aircraft Type - UNK/NR	Instrument	- 1
		Last 24 Hrs	- 1
		Last 30 Days	- 0
		Last 90 Days	- 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING A TOUCH-AND-GO LANDING, THE PILOT USED A HIGHER THAN NORMAL SPEED. AFTER TOUCHING DOWN, THE AIRCRAFT BECAME AIRBORNE AGAIN, THEN BEGAN TO PORPOISE. AFTER ABOUT THE 3RD OR 4TH BOUNCE, THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 2975

10/10/82

ST. CLOUD, MN

A/C Reg. No. N6332P

Time (Lc1) - 1430 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 2938 11/01/82 MARSHALL, MN A/C Reg. No. N6246J Time (Lcl) - 0445 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -MANEUVERING			0	1	0	0
			0	1	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	MARSHALL, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MOOSE LAKE, MN	RYAN FIELD
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4850/ 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- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - 20	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 17
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PREFLIGHT WEATHER BRIEFING, THE PILOT WAS WARNED THAT VFR FLIGHT WAS NOT RECOMMENDED. ALSO, A FIXED BASE OPERATOR WARNED HIM OF THE WEATHER (THERE WERE PATCHES OF GROUND FOG). AFTER TAKEOFF, FOG WAS ENCOUNTERED AT ABOUT 200 TO 500 FT AGL. DURING A DESCENDING TURN BACK TOWARD THE AIRPORT, THE RIGHT WING CONTACTED THE GROUND AND THE PLANE CRASHED.

Brief of Accident (Continued)

File No. - 2938

11/01/82

MARSHALL, MN

A/C Reg. No. N6246J

Time (Lc1) - 0445 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 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) 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. - 2952 11/16/82 RED WING, MN A/C Reg. No. N69HD Time (Lcl) - 1130 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - QUICKIE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1850
No. of Seats - 1

Eng Make/Model - ONAN 22
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 221
Make/Model- 0
Instrument- 18
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE PILOT'S FIRST FLIGHT IN THE NEW HOME BUILT AIRCRAFT. HE HAD NO PREVIOUS FLIGHT TIME IN THIS MAKE AND MODEL AND HAD NO PREVIOUS FLIGHT EXPERIENCE IN AIRCRAFT WITH CANARD AIRFOILS. HE STATED THAT AFTER LIFT-OFF, THE AIRCRAFT BEGAN TO PORPOISE, AND HE WAS UNABLE TO DAMPEN OUT THE OSCILLATION. THE AIRCRAFT WAS APPROACHING HIGH LINES AND WAS NEAR THE STALL SPEED, SO THE PILOT ELECTED TO REDUCE THE POWER, FLY UNDER THE LINES AND LAND IN A FIELD. DURING THE LANDING, THE MAIN WHEEL HIT A 1 FT MOUND OF DIRT AND BROKE THE LEFT CANARD NEAR THE FUSELAGE. SUBSEQUENTLY, THE PROPELLER AND ENGINE COWLING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2952

11/16/82

RED WING,MN

A/C Reg. No. N69HD

Time (Lc1) - 1130 CST

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. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

Occurrence #4 OTHER GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2868 12/19/82 SULLIVAN, MO A/C Reg. No. N39487 Time (Lc1) - 1030 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-32RT
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 300/015 KTS

Visibility - 12.0 SM

Cloud Conditions(1st) - 1800 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

Airport Proximity

ON AIRPORT

Airport Data

SULLIVAN MEM

Runway Ident - 24

Runway Lth/Wid - 2100/ 45

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)

ATP

SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - PA-32RT

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1963

Make/Model- 1163

Instrument- 152

Multi-Eng - 22

Last 24 Hrs - 1

Last 30 Days- 12

Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT LANDED SHORT OF RUNWAY AND COLLAPSED RIGHT MAIN LANDING GEAR. AS AIRCRAFT SLID INTO SOME BRUSH THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2868

12/19/82

SULLIVAN,MO

A/C Reg. No. N39487

Time (Lc1) - 1030 CST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
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. - 2898 12/22/82 LEE'S SUMMIT, MO A/C Reg. No. N1961A Time (Lcl) - 1005 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 135 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	MACOMAS-LEES SUMMIT MUNI
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SUPERVISED SOLO FLIGHT IN A TAIL WHEEL EQUIPPED AIRCRAFT. THE INSTRUCTOR PILOT WAS OBSERVING FROM ABOUT 300 FT FROM THE TOUCHDOWN POINT. HE STATED THAT THE PLANE TOUCHED DOWN HARD, BOUNCED AND TURNED TO THE LEFT. THE RIGHT MAIN GEAR HIT A DEPRESSION AND COLLAPSED AS THE PLANE VEERED OFF THE RUNWAY. THE WIND WAS REPORTED AS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 2898

12/22/82

LEE'S SUMMIT, MO

A/C Reg. No. N1961A

Time (Lcl) - 1005 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2993 12/26/82 BATES CITY, MO A/C Reg. No. N2941Q Time (Lcl) - 1935 CST

-----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	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-201T	Eng Make/Model	- CONTINENTAL TS10-360-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	GRAIN VALLEY, MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- IMC	KANSAS CITY, MO	Runway Ident
Wind Dir/Speed	- 090/005 KTS	ATC/Airspace	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 600 FT OVERCAST	Type of Clearance	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- N/A
Obstructions to Vision	- FOG		
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 - 354	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 8	Make/Model - 86	Last 30 Days - UNK/NR
	Aircraft Type - C-152	Instrument - 4	Last 90 Days - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED ABOUT 8 MI EAST OF THE DEPARTURE AIRPORT AFTER THE NON-INSTRUMENT RATED PILOT TOOK OFF ON A DARK NIGHT WITH FOG AND A LOW CEILING. THE WEATHER AT THE NEAREST REPORTING STATION WAS IN PART: 600 FT OVERCAST, VISIBILITY 6 MI WITH FOG. ANOTHER PILOT ESTIMATED THAT THE CEILING WAS 800 TO 1000 FT AND THE VISIBILITY WAS 3 TO 4 MI. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THE LEFT WING AND STABILATOR HAD SEPARATED IN FLIGHT. A WITNESS NEAR THE ACCIDENT SITE HEARD WHAT SOUNDED TO HIM LIKE A SMALL PLANE PERFORMING AEROBATICS. HE REPORTED THAT THESE SOUNDS WERE FOLLOWED BY A "BACKFIRE", THEN A THUD.

Brief of Accident (Continued)

File No. - 2993

12/26/82

BATES CITY, MO

A/C Reg. No. N2941Q

Time (Lcl) - 1935 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

6. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - OVERLOAD
10. WING - SEPARATION
11. FLIGHT CONTROL, STABILATOR - OVERLOAD
12. FLIGHT CONTROL, STABILATOR - SEPARATION

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) 4,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2807

8/22/82

GREENWOOD, MS

A/C Reg. No. N67JH

Time (Lc1) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
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 - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - 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

Age - 24

Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total	- 1430	Last 24 Hrs	- UNK/NR
Make/Model-	78	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS FLYING TO SPOT DEER. WHEN DEER WERE SPOTTED PILOT BANKED STEEPLY TO GET BETTER LOOK, STALLED AND ONLY HAD TIME TO LEVEL WINGS BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2807

8/22/82

GREENWOOD, MS

A/C Reg. No. N67JH

Time (Lc1) - 1930 CDT

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, DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2861 12/30/82 BATESVILLE,MS A/C Reg. No. N7228Q Time (Lcl) - 1540 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation - PERSONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew Pass 0	0	0
Accident Occurred During -LANDING				None 1
				2

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PANOLA COUNTY
Wind Dir/Speed- 036/005 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 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 - 58	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2045
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 400
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 3
		Multi-Eng - 502

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ENGINE QUIT AT 250 FEET. PILOT LANDED STRAIGHT AHEAD IN AN OPEN FIELD. AIRCRAFT NOSED OVER. WATER WAS FOUND IN THE FUEL. NO WING TANK DRAINS WERE INSTALLED. TANKS WERE LEFT FOR SIX WEEKS WITH FUEL LEVEL AT HALF FULL. AIRCRAFT WAS PARKED OUTSIDE. TORRENTIAL RAINS HAD FALLEN IN THE AREA TWO WEEKS PRIOR TO THE ACCIDENT. EXAMINATION OF THE WING CELLS REVEALED RIDGES & RIPPLES IN THE BLADDER TANKS.

Brief of Accident (Continued)

File No. - 2861

12/30/82

BATESVILLE,MS

A/C Reg. No. N7228Q

Time (Lc1) - 1540 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,TANK - INADEQUATE
2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - MANUFACTURER
3. FLUID,FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2931 1/07/82 HELENA, MT A/C Reg. No. N9763X Time (Lcl) - 0015 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	ON-DEMAND AIR TAXI	Aircraft Damage					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	DESTROYED		Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	Fire	Crew	2	0	0	0
Accident Occurred During	-CRUISE	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 210	Eng Make/Model	- CONTINENTAL IO-470S	ELT Installed/Activated	- YES/YES
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
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	BILLINGS, MT	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- VFR	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- N/A
Obstructions to Vision	Type Apch/Lndg	- N/A
Precipitation	- NONE	
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	Total	- 5131
SE LAND, ME LAND	Months Since	Make/Model	- 55
	Aircraft Type	Instrument	- 956
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 210
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED INTO A MOUNTAIN AT THE 9300 FOOT LEVEL. THE PILOT WAS ON COURSE FOR HIS DESTINATION. THE MINIMUM OBSTACLE CLEARANCE ALTITUDE FOR HIS LOCATION WAS 10,800 FEET. WEATHER WAS NOT A PROBLEM BUT THE ACCIDENT DID OCCUR DURING HOURS OF DARKNESS. THE AIRCRAFT WAS IN LEVEL CRUISE WHEN THE ACCIDENT HAPPENED.

Brief of Accident (Continued)

File No. - 2931

1/07/82

HELENA,MT

A/C Reg. No. N9763X

Time (Lc1) - 0015 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - NIGHT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - SNOW COVERED
4. TERRAIN CONDITION - HIGH TERRAIN
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2929

5/20/82

DILLON, MT

A/C Reg. No. N18120

Time (Lcl) - 1140 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

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
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

DILLON
Runway Ident - 16
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 22
Make/Model- 22
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 0
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PILOT WAS LANDING, THE AIRCRAFT BOUNCED AND NOSED OVER. THE PILOT HAD ONLY 4 HOURS OF SOLO TIME.

Brief of Accident (Continued)

File No. - 2929

5/20/82

DILLON, MT

A/C Reg. No. N18120

Time (Lc1) - 1140 MDT

Occurrence #1 HARD LANDING
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 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2943

7/05/82

BROADUS,MT

A/C Reg. No. N3670W

Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	4

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAUREL,MT
Destination
BROADUS,MT

Airport Proximity
ON AIRPORT

Airport Data

BROADUS
Runway Ident - 12
Runway Lth/Wid - 3150/ 50
Runway Surface - ASPHALT
Runway Status - UNK/NR

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 - 49
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	100
Last 24 Hrs	2
Last 30 Days	UNK/NR
Last 90 Days	46
Make/Model	12
Instrument	0
Multi-Eng	16

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING THE AIRCRAFT COLLIDED WITH BALES OF HAY ALONG THE LEFT SIDE OF THE RUNWAY, COLLAPSING THE LEFT LANDING GEAR. LATER HIS INSTRUCTOR INFORMED HIM HE HAD DEVELOPED A HABIT OF LANDING ON THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2943

7/05/82

BROADUS, MT

A/C Reg. No. N3670W

Time (Lc1) - 1200 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2910

11/06/82

CUT BANK, MT

A/C Reg. No. N4253D

Time (Lcl) - 0839 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - BEECH G35

Eng Make/Model - CONTINENTAL E-225-8

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2775

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 225 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 270/020 KTS

Visibility - 40.0 SM

Cloud Conditions(1st) - 4000 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

LETHBRIDGE ALBERTA, CD

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

CUT BANK MUNICIPAL

Runway Ident - 31

Runway Lth/Wid - 5985/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 45

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 450 Last 24 Hrs - 7

Make/Model- 350 Last 30 Days- 7

Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED TO TAKEOFF ON RUNWAY 31 WITH A WIND FROM 270 DEG AT 20 KTS. DURING THE TAKEOFF ROLL, THE AIRCRAFT VEERED AND WENT OFF THE LEFT SIDE OF THE RUNWAY. THE PILOT STATED THAT AFTER ABOUT 400 TO 500 FT IN THE TAKEOFF ROLL, THE "PLANE VEERED RIGHT AND LEFT RUNWAY." IN A SUBSEQUENT TELEPHONE INTERVIEW, HE SAID THAT DURING THE TAKEOFF ROLL, HE FELT THE AIRPLANE "SKIP" SLIGHTLY TO THE RIGHT AND FELT THE RIGHT WING DROP. REPORTEDLY, HE THEN REJECTED THE TAKEOFF, THE RIGHT MAIN GEAR COLLAPSED, THE AIRCRAFT WEATHERVANED INTO THE WIND AND DEPARTED THE RUNWAY. THE BRAZE ASSEMBLY ROD ON THE RIGHT MAIN GEAR WAS FOUND TO BE BENT FROM A SIDE OVERLOAD. A MECHANIC REPORTED THAT THERE WAS APPARENTLY NO PREVIOUS DAMAGE TO THE ROD.

Brief of Accident (Continued)

File No. - 2910

11/06/82

CUT BANK, MT

A/C Reg. No. N4253D

Time (Lcl) - 0839 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - HIGH WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation TAKEOFF

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2864 12/01/82 SANTA RITA, MT A/C Reg. No. N2066J Time (Lc1) - 1000 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation -TEST	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SANTA RITA
Wind Dir/Speed- 340/012 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 40
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - 6000 FT BROKEN	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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 260
SE LAND	Months Since - 9	Make/Model- 7
	Aircraft Type - C-172	Instrument- 53
		Last 24 Hrs - 2
		Last 30 Days- 4
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT NOSED OVER DURING LANDING. AIRCRAFT WAS SWERVING LEFT AFTER BRAKE APPLICATION. MORE BRAKING WAS USED AND AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2864

12/01/82

SANTA RITA, MT

A/C Reg. No. N2066J

Time (Lcl) - 1000 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2866 12/01/82 MILES CITY, MT A/C Reg. No. N30RA Time (Lcl) - 2045 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
COMMUTER	SUBSTANTIAL						
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	4	

-----Aircraft Information-----

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SIDNEY, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MILES CITY, MT	MILES CITY MUNICIPAL
Wind Dir/Speed- 030/015 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6313/ 150
Cloud Conditions(1st) - 200 FT INDEFINITE	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VORTAC	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - FREEZING RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2450
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 510
		Instrument- 184
		Multi-Eng - 972
		Last 30 Days- UNK/NR
		Last 90 Days- 124
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER EXECUTING A MISSED APPROACH TO RWY 22 THE ACFT BEGAN ACCUMULATING RIME ICE. AN APPROACH WAS MADE TO RWY 4. THE ACFT HAD ACCUMULATED ABOUT 1/4 IN ICE, & DURING THE FLARE THE ACFT SHUDDERED & STALLED ONTO THE RWY.

Brief of Accident (Continued)

File No. - 2866

12/01/82

MILES CITY, MT

A/C Reg. No. N30RA

Time (Lcl) - 2045 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - ICING CONDITIONS
4. WING - ICE
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2865 12/17/82 BILLINGS, MT A/C Reg. No. N756AX Time (Lc1) - 1600 MST

-----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	3

-----Aircraft Information-----

Make/Model - CESSNA TR182	Eng Make/Model - LYCOMING O-540-L365D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALT LAKE CITY, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BILLINGS, MT	Runway Ident - N/A
Wind Dir/Speed- 270/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 10000 FT SCATTERED	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 411
SE LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 62
		Last 30 Days- 0
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER POWER FAILURE PILOT LANDED ON A HIGHWAY AND COLLIDED WITH AN AUTO. NO EVIDENCE OF FUEL WAS FOUND IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2865

12/17/82

BILLINGS,MT

A/C Reg. No. N756AX

Time (Lcl) - 1600 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2999 4/16/82 HENDERSONVILLE, NC A/C Reg. No. N8113Z Time (Lcl) - 0140 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

	Injuries			
	Fatal	Serious	Minor	None
	2	0	0	0
	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-S
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
Wind Dir/Speed- 160/003 KTS
Visibility - 2.000 SM
Cloud Conditions(1st) - 2500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
RICHMOND, VA
Destination
ASHEVILLE, NC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS - COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ASHEVILLE REGIONAL
Runway Ident - 34
Runway Lth/Wid - 8001/ 150
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA28200

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1123
Last 24 Hrs	5
Last 30 Days	11
Last 90 Days	16
Make/Model	205
Instrument	169

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED ON TREE COVERED/RISING TERRAIN AFTER THE PILOT WAS CLEARED FOR A NIGHT ILS APPROACH TO RUNWAY 34 AT THE ASHEVILLE REGIONAL AIRPORT. THE CRASH OCCURRED ABOUT 1 TO 2 MI SOUTH OF THE FINAL APPROACH FIX WHILE THE AIRCRAFT WAS ON AN OUTBOUND HEADING. THE MINIMUM APPROACH ALTITUDE IN THIS AREA WAS 5000 FT MSL. ELEVATION OF THE CRASH SITE WAS 2700 FT MSL. NO PREIMPACT MALFUNCTION OF THE EQUIPMENT WAS FOUND. THE PILOT HAD FLOWN ABOUT 4 HRS AND 50 MIN, AND HAD WORKED (INCLUDING FLIGHT TIME) ABOUT 13 HRS AND 50 MIN IN THE PREVIOUS 24 HR PERIOD.

Brief of Accident (Continued)

File No. - 2999

4/16/82

HENDERSONVILLE, NC

A/C Reg. No. N8113Z

Time (Lcl) - 0140 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - HIGH TERRAIN
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. TERRAIN CONDITION - RISING
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2847

7/18/82

EASTOVER, NC

A/C Reg. No. N42098

Time (Lcl) - 2015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/002 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 10000 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 - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AG-STRIP
Runway Ident - 19
Runway Lth/Wid - 1500/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 34

Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 6000	Last 24 Hrs - UNK/NR
Make/Model- 300	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 20
Multi-Eng - 150	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AT ABOUT 60 FT AGL THE ENG QUIT. WATER & RUST SEDIMENT WERE FOUND IN THE GASCOLATOR & CARBURETOR.

Brief of Accident (Continued)

File No. - 2847

7/18/82

EASTOVER,NC

A/C Reg. No. N42098

Time (Lc1) - 2015 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2982 10/03/82 DENVER, NC

A/C Reg. No. N28820

Time (Lcl) - 1845 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 - GRUMMAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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 - 3.000 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ATLANTA, GA
Destination
GREENSBORO, NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
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 - 31

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - AA-5B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	766	Last 24 Hrs -	0
Make/Model-	746	Last 30 Days-	UNK/NR	
Instrument-	154	Last 90 Days-	124	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 3500 FT MSL, THE PILOT HEARD A LOUD NOISE (LIKE AN EXPLOSION) AND SAW THE ENGINE COWLING COME OPEN. SIMULTANEOUSLY, THE ENGINE LOST POWER AND WOULD NOT RESPOND TO THROTTLE MOVEMENT. DURING A FORCED LANDING IN A PASTURE, THE AIRCRAFT COLLIDED WITH A FENCE, AND AT THAT TIME, THE ENGINE SEPARATED FROM THE AIRCRAFT. WITNESSES, WHO SAW THE PLANE LAND, STATED THAT THE ENGINE WAS JUST HANGING ON AND DROPPING DOWN DURING THE APPROACH. AN INVESTIGATION REVEALED THAT 1 BLADE OF THE MCCAULEY, 1A170 PROPELLER HAD FAILED AND SEPARATED IN FLIGHT. A METALLURGICAL EXAMINATION REVEALED THE BLADE HAD FAILED FROM HIGH CYCLE, LOW STRESS FATIGUE CRACKING. THE CRACK INITIATED FROM AN AREA ADJACENT TO AN ATTACHMENT BOLT HOLE. AD 80-04-05 HAD PREVIOUSLY IDENTIFIED A CRACKING PROBLEM ON THIS MODEL/PROPELLER. IT CALLED FOR A ONE TIME DYE PENETRANT INSPECTION WHICH HAD BEEN ACCOMPLISHED ON THE FAILED PROPELLER. AFTER THIS ACCIDENT, AD 82-27-01 WAS ISSUED TO INSPECT THIS MAKE AND MODEL EVERY 200 HRS.

Brief of Accident (Continued)

File No. - 2982

10/03/82

DENVER, NC

A/C Reg. No. N28820

Time (Lc1) - 1845 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 3. ENGINE ASSEMBLY - VIBRATION
 4. ENGINE ASSEMBLY, MOUNT - OVERLOAD
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2996 12/06/82 SNOW HILL, NC

A/C Reg. No. N19488

Time (Lcl) - 2115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED
Fire
UNK/NR

	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 -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/018 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SALISBURY, NC
Destination
KINSTON, NC

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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 826	Last 24 Hrs	- 0
Make/Model-	226	Last 30 Days-	0
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT WAS DESCENDING ABOUT 10 MI FROM THE DESTINATION AIRPORT WHEN THE ENGINE FAILED. SUBSEQUENTLY, THE PLANE COLLIDED WITH A DITCH DURING A NIGHT LANDING. AN EXAMINATION REVEALED THAT THE QUICK DRAIN OIL PLUG HAD FAILED INTERNALLY AND ALLOWED OIL TO ESCAPE FROM THE ENGINE.

Brief of Accident (Continued)

File No. - 2996

12/06/82

SNOW HILL, NC

A/C Reg. No. N19488

Time (Lc1) - 2115 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM - FAILURE, TOTAL
2. FLUID, OIL - LEAK
3. FLUID, OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
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

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. - 2808 11/10/82 BEULAH,ND A/C Reg. No. N739FZ Time (Lcl) - 1553 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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 - 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
BISMARCK,ND

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BEULAH MUNI
Runway Ident - 28
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 750 Last 24 Hrs - 2
Make/Model- 750 Last 30 Days- 0
Instrument- 0 Last 90 Days- 110

Instrument Rating(s) - NONE

-----Narrative-----

PILOT SAID HE EXPERIENCED POWER LOSS DURING TAKEOFF, USED CARBURETOR HEAT BUT IT SEEMED TO GET WORSE. HE LANDED IN A SOFT FIELD TO RIGHT OF RUNWAY. WING HIT A FENCE AND AIRCRAFT FLIPPED INVERTED. ENGINE KEPT RUNNING UNTIL CRASH. NO MALFUNCTIONS FOUND.

Brief of Accident (Continued)

File No. - 2808

11/10/82

BEULAH, ND

A/C Reg. No. N739FZ

Time (Lc1) - 1553 MST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2830 12/08/82 LEWELLEN,NE A/C Reg. No. N3091B Time (Lcl) - 0905 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-TAKEOFF				
		Crew			
		Pass			
		0	0	0	1
		0	0	0	0

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 195B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 5

Eng Make/Model - JACOBS R-755-A2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 245 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- 020/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 5500 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LEXINGTON,NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CALDWELL PRIVATE
Runway Ident - 32
Runway Lth/Wid - 2800/ 500
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- 0
Make/Model-	54	Last 30 Days-	19
Instrument-	75	Last 90 Days-	38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT COLLIDED WITH A DIRT MOUND DURING TAKEOFF FROM A FIELD AND GROUNDLOOPEO THE AIRCRAFT. LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2830

12/08/82

LEWELLEN,NE

A/C Reg. No. N3091B

Time (Lc1) - 0905 MST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DIRT BANK
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
 5. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2832 12/09/82 ALLIANCE,NE A/C Reg. No. N89838 Time (Lcl) - 1000 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - RADIO	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	HASHAGEN RANCH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 142
SE LAND	Months Since - 8	Make/Model- 39
	Aircraft Type - C-140	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

RIGHT LANDING GEAR COLLAPSED DURING LANDING. A HOLE WAS FOUND DRILLED THROUGH STRUT. THE HOLE WAS NOT SHOWN ON PARTS CATALOG.

Brief of Accident (Continued)

File No. - 2832

12/09/82

ALLIANCE,NE

A/C Reg. No. N89838

Time (Lc1) - 1000 MST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER PERSON

----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. - 2857 12/16/82 DEWITT,NE A/C Reg. No. N6855F Time (Lcl) - 2020 CST

-----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
Accident Occurred During -LANDING			0	0	0
					None
					1
					4

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DODGE CITY,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	OMAHA,NE	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1000 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- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1238
SE LAND,ME LAND	Months Since - 3	Make/Model- 240
	Aircraft Type - C-411	Instrument- 207
		Multi-Eng - 204
		Last 24 Hrs - 5
		Last 30 Days- 43
		Last 90 Days- 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE FLT APPROACHED DESTINATION THE ALTERNATOR BEGAN TO MALFUNCTION. PLT CONTINUED TO DESTINATION WHICH WAS IMC, AND AS THE GEAR WAS LOWERED DURING AN INSTRUMENT APPROACH THE NOSE GEAR INDICATED UNSAFE. THE APPROACH WAS DISCONTINUED AND THE PLT CLIMBED BACK TO VMC-ON-TOP. AS THE PLT WAS ATTEMPTING TO GET A SAFE INDICATION ON THE NOSE GEAR, COMPLETE ELECTRICAL FAILURE OCCURRED. HAVING NO COMMUNICATION OR NAVIGATIONAL CAPABILITY, THE PLT RETRACED HIS ROUTE BACK TO KNOWN VMC ABOUT 60 MI SW OF OMAHA. AN OFF-AIRPORT PRECAUTIONARY LANDING WAS MADE DUE TO LOW FUEL, AND THE LANDING GEAR COLLAPSED. THE ALTERNATOR FAILED DUE TO A SHORT FROM FIELD TO GROUND. THE BRUSHES AND PULLEY END BEARING WERE WORN, AND THE ALTERNATOR WAS OIL SOAKED.

Brief of Accident (Continued)

File No. - 2857

12/16/82

DEWITT, NE

A/C Reg. No. N6855F

Time (Lc1) - 2020 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - WORN
2. ELECTRICAL SYSTEM, ALTERNATOR - CONTAMINATION
3. ELECTRICAL SYSTEM, ALTERNATOR - SHORTED
4. ELECTRICAL SYSTEM - FAILURE, TOTAL
5. LANDING GEAR, NOSE GEAR - UNLOCKED
6. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. COMM/NAV EQUIPMENT - INOPERATIVE
10. FLUID, FUEL - INADEQUATE
11. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
12. LANDING GEAR - OVERLOAD
13. LANDING GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2845

12/31/82

KEARNEY, NE

A/C Reg. No. N6532F

Time (Lcl) - 1750 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	1	0
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 270/010 KTS
Visibility - UNK/NR
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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

MUNICIPAL
Runway Ident - 18
Runway Lth/Wid - 7092/ 150'
Runway Surface - CONCRETE
Runway Status - ICE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	54	Last 24 Hrs -	1
Make/Model-	15		Last 30 Days-	UNK/NR
Instrument-	2		Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED ON ICY RUNWAY AND STARTED TO SWERVE. GO-AROUND WAS INITIATED. BEFORE AIRCRAFT COULD TAKEOFF IT COLLIDED WITH A SNOW BANK.

Brief of Accident (Continued)

File No. - 2845

12/31/82

KEARNEY, NE

A/C Reg. No. N6532F

Time (Lc1) - 1750 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - ICY
 2. WEATHER CONDITION - CROSSWIND
 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

Finding(s)

5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 6. GO-AROUND - INITIATED - PILOT IN COMMAND
 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2959 11/19/82 NEAR SHAFTER,NV A/C Reg. No. N8606Z Time (Lcl) - 2000 PST

-----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

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	4	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA P206B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 250/004 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SALT LAKE CITY,UT
Destination
WENDOVER,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 03
Runway Lth/Wid - 9100/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 45
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT FLEW INTO THE GROUND TURNING ON FINAL APPROACH. LEFT WING AND LANDING GEAR MADE FIRST GROUND CONTACT. THE NIGHT WAS DARK AND TERRAIN LACKED LIGHTS. THE RUNWAY WAS LIGHTED. THERE WERE NO KNOWN MALFUNCTIONS TO EQUIPMENT. NONE OF THE OCCUPANTS ON BOARD HAD A PILOT CERTIFICATE OR AN AVIATION MEDICAL CERTIFICATE. REPORTEDLY, THE PILOT HAD DIFFICULTY MAINTAINING DIRECTIONAL CONTROL WHEN HE TOOK OFF ON A PREVIOUS FLIGHT, THEN MADE SEVERAL SEVERE BOUNCES WHEN HE LANDED. A PASSENGER OF THE PREVIOUS FLIGHT STATED THAT THE PILOT HAD RECEIVED A CHECKOUT IN THE PLANE PRIOR TO RENTING IT FOR SUBSEQUENT FLIGHTS.

Brief of Accident (Continued)

File No. - 2959

11/19/82

NEAR SHAFTER,NV

A/C Reg. No. N8606Z

Time (Lc1) - 2000 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. LIGHT CONDITION - DARK NIGHT
5. PLANNED APPROACH - IMPROPER - 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) 1,2,5,6

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. - 2888

7/05/82

NORTH CASTLE, NY

A/C Reg. No. N9133T

Time (Lcl) - 0930 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 - BEECH B23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2G
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- 230/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRIDGEPORT, CT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WESTCHESTER COUNTY
Runway Ident - 16
Runway Lth/Wid - 6548/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 18

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	97	Last 24 Hrs -	2
Make/Model-	44		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	41

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS DITCHED AND SANK IN A RESERVOIR IN 20 FEET OF WATER AFTER THE ENGINE FAILED IN FLIGHT. THE CRANKSHAFT WAS FOUND TO BE FRACTURED WHEN AIRCRAFT WAS RAISED. OIL HAD SPRAYED ON THE WINDSHIELD. AVCO-LYCOMING PART NUMBER THAT FAILED WAS 74968 SERIAL NUMBER 33601.

Brief of Accident (Continued)

File No. - 2888

7/05/82

NORTH CASTLE,NY

A/C Reg. No. N9133T

Time (Lc1) - 0930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
 2. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
-

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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2843

12/11/82

NEWBURGH, NY

A/C Reg. No. N9742T

Time (Lc1) - 1515 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	1

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA T303

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2100

No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-AE

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 250 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/006 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WHITE PLAINS, NY

Destination

NEWBURGH, NY

Airport Proximity

ON AIRPORT

Airport Data

STEWART

Runway Ident - 27

Runway Lth/Wid - 12000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 64

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	742	Last 24 Hrs	-	1
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Make/Model-	30	Last 30 Days-	UNK/NR
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Instrument-	445	Last 90 Days-	83
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Multi-Eng	-	742
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

SIMULATED ENGINE-OUT EMERGENCIES WERE BEING PRACTICED. DURING TAKEOFF THE CFI FAILED THE RIGHT ENG. THE STUDENT HESITATED & THE ACFT SWERVED TO THE RIGHT. THE CFI WAS UNSUCCESSFUL IN GAINING DIRECTIONAL CONTROL & THE ACFT RAN OFF THE RWY INTO A DITCH.

Brief of Accident (Continued)

File No. - 2843

12/11/82

NEWBURGH, NY

A/C Reg. No. N9742T

Time (Lc1) - 1515 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. REMEDIAL ACTION - DELAYED - DUAL STUDENT
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2936

6/20/82

DELAWARE, OH

A/C Reg. No. N222PC

Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PETER CLARK SUPER ACRO CUB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E2A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/014 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4500 FT BROKEN
Cloud Conditions(2nd) - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLAIN CITY, OH
Destination
RADNOR, 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)
PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	330	Last 24 Hrs	-	3
Make/Model	-	14	Last 30 Days	-	UNK/NR
Instrument	-	24	Last 90 Days	-	16

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING SEVERAL AEROBATIC FLIGHTS, THE PILOT PROCEEDED TO ANOTHER AIRPORT TO OBTAIN FUEL. WHILE EN ROUTE, THE ENGINE LOST ALL POWER AND WOULD NOT RESTART. SUBSEQUENTLY, THE AIRCRAFT WAS DAMAGED DURING A FORCED LANDING IN A SOYBEAN FIELD. AN EXAMINATION REVEALED THERE WAS 12 GALS OF FUEL REMAINING. NO CONTAMINATION WAS FOUND IN THE FUEL SYSTEM. A CHECK OF THE ENGINE REVEALED NO DISCREPANCIES. AN INVERTED FUEL SYSTEM WAS INCORPORATED IN THE HOME BUILT AIRCRAFT. THE FLAP SYSTEM IN THE INVERTED FUEL SYSTEM WAS NOT STICKING. THE FUEL CAP WAS NOT VENTED, BUT THERE WAS A 1/4 INCH VENT LINE FROM THE TOP OF THE TANK TO THE BOTTOM OF THE FUSELAGE. THE VENT LINE WAS FOUND OPEN; HOWEVER, THE DRAIN TUBE ON THE BOTTOM OF THE FUSELAGE FACED AFT INSTEAD OF FORWARD.

Brief of Accident (Continued)

File No. - 2936

6/20/82

DELAWARE, OH

A/C Reg. No. N222PC

Time (Lc1) - 1530 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, VENT - IMPROPER
 2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2904 8/13/82 STRONGVILLE, OH A/C Reg. No. N61775 Time (Lcl) - 1358 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -APPROACH				0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	STRONGSVILLE
Wind Dir/Speed- 270/011 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800 -UNK/NR
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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 109
SE LAND	Months Since - 2	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TOUCH-AND-GO LANDING, THE NOSE GEAR COLLIDED WITH WIRES ABOUT 1/4 MILE SHORT OF THE RUNWAY AND THE AIRCRAFT NOSED OVER INTO TREES. NO MALFUNCTIONS IN THE EQUIPMENT WERE REPORTED. THE PILOT REPORTED THAT PRIOR TO IMPACT, HE WAS AWARE OF THE WIRES AND THOUGHT THE AIRCRAFT WAS CLEAR OVER THE LINES.

Brief of Accident (Continued)

File No. - 2904

8/13/82

STRONGVILLE, OH

A/C Reg. No. N61775

Time (Lc1) - 1358 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. OBJECT - WIRE, TRANSMISSION
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2977

8/19/82

MINFORD, OH

A/C Reg. No. N30845

Time (Lcl) - 1949 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/004 KTS
Visibility - 10.0 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 - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREATER PORTSMOUTH
Runway Ident - 18
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	132	Last 24 Hrs -	0
Make/Model-	8		Last 30 Days-	UNK/NR
Instrument-	8		Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD JUST RECENTLY RECEIVED AN ANNUAL INSPECTION. BEFORE TAKING OFF ON A LOCAL FLIGHT, THE FUEL TANKS WERE TOPPED OFF. THE PILOT REPORTED THAT THE PREFLIGHT RUN-UP WAS SATISFACTORY, AND DURING THE TAKEOFF ROLL, THE ENGINE DEVELOPED FULL POWER. HOWEVER, SHORTLY AFTER TAKEOFF, THERE WAS A PARTIAL LOSS OF POWER. REPORTEDLY, THE PILOT CHECKED THE MAGNETOS AND MIXTURE, BUT DID NOT APPLY CARBURETOR HEAT. THE POWER CONTINUED TO DETERIORATE. DURING A FORCED LANDING IN A PASTURE TYPE FIELD, THE RIGHT WING STRUCK THE BASE OF A SILO. AN EXAMINATION OF THE ENGINE AND FUEL SYSTEM REVEALED NO DISCREPANCIES THAT WOULD HAVE RESULTED IN A POWER LOSS. THE TEMPERATURE AND DEW POINT WERE 76 AND 61 DEG. ACCORDING TO ICING PROBABILITY CHARTS, VISIBLE ICING COULD OCCUR IN FLOAT TYPE CARBURETORS AT RATED POWER AND SERIOUS ICING COULD OCCUR AT GLIDE POWER.

Brief of Accident (Continued)

File No. - 2977

8/19/82

MINFORD, OH

A/C Reg. No. N30845

Time (Lc1) - 1949 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2951 11/07/82 BOSTON HEIGHTS, OH A/C Reg. No. N78309 Time (Lcl) - 1240 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
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - TEMCO GC-1B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1900
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NORTHFIELD
Runway Ident - 19
Runway Lth/Wid - 2500/ 50
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2990	Last 24 Hrs	- 0
Make/Model	- 1000	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER ABRUPTLY AS HE WAS CLIMBING THROUGH ABOUT 200 FT AGL AFTER TAKEOFF. DURING A FORCED LANDING, HE MANEUVERED TO AVOID HOUSES AND ATTEMPTED TO LAND BETWEEN TWO TREES. REPORTEDLY, THE AIRCRAFT COLLIDED WITH A TREE AND WAS SUBSTANTIALLY DAMAGED. DURING AN EXAMINATION OF THE AIRCRAFT, THE FUEL SELECTOR WAS FOUND BETWEEN THE "AUXILIARY" AND "OFF" POSITIONS. THE PILOT STATED THAT HE THOUGHT THE SELECTOR WAS IN THE "MAIN" POSITION. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 2951

11/07/82

BOSTON HEIGHTS, OH

A/C Reg. No. N78309

Time (Lc1) - 1240 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - 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)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2916 11/18/82 MIDDLETOWN, OH A/C Reg. No. N714PW Time (Lcl) - 1655 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - BFRG RCVD, SOURCE UNK</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>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>ON AIRPORT</p> <p>Airport Data</p> <p>HOOK</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 6100/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 14</p> <p>Make/Model- 14</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 14</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS ON HER SECOND SOLO FLIGHT. AS SHE APPLIED POWER TO TAKEOFF (AFTER LANDING), THE AIRCRAFT VEERED TO THE LEFT. IT CONTINUED INTO A MUDDY/SODDED AREA, STRUCK A SHALLOW DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2916

11/18/82

MIDDLETOWN, OH

A/C Reg. No. N714PW

Time (Lcl) - 1655 EST

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 EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET
8. 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) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2974 12/01/82 MEDINA, OH A/C Reg. No. N29528 Time (Lcl) - 1725 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

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 190/009 KTS
Visibility - .750 SM
Cloud Conditions(1st) - 400 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
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 - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FREEDOM FIELD
Runway Ident - 18
Runway Lth/Wid - 2860/ 50
Runway Surface - MACADAM
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	102
Make/Model-	89
Instrument-	4
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT 3 HRS LATER AT DUSK, THE WEATHER WAS ESTIMATED TO BE: 400 FT OVERCAST, 3/4 MI VISIBILITY WITH FOG. A FLIGHT INSTRUCTOR HEARD THE PLANE FLY OVER THE AIRPORT JUST PRIOR TO THE ACCIDENT. HE HEARD A CONTINUOUS SOUND FROM THE ENGINE UNTIL THE PLANE CRASHED ABOUT 3/4 MI EAST OF THE AIRPORT IN A WOODED AREA. INITIAL IMPACT OCCURRED WITH TREES AT ABOUT 60 FT AGL WHILE ON A HEADING OF APRX 220 DEG. THE AIRCRAFT REMAINED AIRBORNE FOR ABOUT ANOTHER 100 FT WHERE IT STRUCK ANOTHER TREE AND THE RIGHT WING SEPARATED. THE MAIN WRECKAGE CAME TO REST 458 FT FROM THE INITIAL IMPACT POINT. NO EVIDENCE WAS FOUND OF A WEATHER BRIEFING PRIOR TO THE FLIGHT.

Brief of Accident (Continued)

File No. - 2974

12/01/82

MEDINA, OH

A/C Reg. No. N29528

Time (Lcl) - 1725 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

6. LIGHT CONDITION - DUSK
7. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2971 12/05/82 FOSTORIA, OH A/C Reg. No. N7399A Time (Lcl) - 1336 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 A150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

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	FOSTORIA MUNICIPAL
Wind Dir/Speed- 180/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 2200 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 38
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 38
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING GROUND REFERENCE MANEUVERS WHEN HE EXPERIENCED A POWER FAILURE. A FORCED LANDING WAS MADE IN AN OPEN PLOWED FIELD. THE AIRCRAFT NOSED OVER. THE AIRCRAFT HAD BEEN FLYING ABOUT 1 HOUR AND WAS OUT OF FUEL. IT AS ESTIMATED THAT THERE WAS ONLY ABOUT 10 GAL OF FUEL ON BOARD WHEN THE AIRCRAFT TOOK OFF.

Brief of Accident (Continued)

File No. - 2971

12/05/82

FOSTORIA, OH

A/C Reg. No. N7399A

Time (Lc1) - 1336 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - WET
-

-----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) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2846 12/15/82 DEFIANCE, OH A/C Reg. No. N297EB Time (Lc1) - 1840 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	Serious	Minor	None
Accident Occurred During	-APPROACH			1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA T210	Eng Make/Model	- CONTINENTAL TS10-520	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	- 2	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLUMBUS, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DEFIANCE, OH	DEFIANCE MEMORIAL
Wind Dir/Speed - 060/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4196/ 72
Cloud Conditions(1st) - 300 FT INDEFINITE	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NDB	Runway Status - WET
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - C-T210	Make/Model - 1200
		Last 30 Days - 29
		Instrument - 1300
		Last 90 Days - 78
		Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT CRASHED DURING NON-PRECISION APPROACH IN WEATHER THAT WAS BELOW MINIMUMS FOR THAT TYPE OF APPROACH.

Brief of Accident (Continued)

File No. - 2846

12/15/82

DEFIANCE, OH

A/C Reg. No. N297EB

Time (Lc1) - 1840 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 7. MINIMUM DESCENT 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) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2992 12/25/82 DAYTON, OH A/C Reg. No. N3136T Time (Lcl) - 1637 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 190/014 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 800 FT BROKEN
Cloud Conditions(2nd) - 1900 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELYRIA, OH
Destination
HAMILTON, 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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	258	Last 24 Hrs	4
Make/Model-	193	Last 30 Days-	UNK/NR
Instrument-	54	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF WITH AN ESTIMATE 4 HRS OF FUEL ON BOARD. WHILE EN ROUTE, HE ENCOUNTERED HEADWINDS THAT WERE STRONGER THAN EXPECTED. AFTER ABOUT 3 HRS AND 48 MIN OF FLIGHT, HE WAS STILL ABOUT 27 TO 28 MI FROM HIS DESTINATION AND DIVERTED TO THE DAYTON GENERAL SOUTH AIRPORT AT DAYTON, OH. PRIOR TO REACHING THE AIRPORT, THE ENGINE LOST POWER FROM FUEL EXHAUSTION AFTER ABOUT 3 HRS AND 55 MIN OF FLIGHT. AS THE PILOT WAS MAKING A FORCED IN A STREET, THE PLANE STRUCK AN OVERHANGING TREE WHILE IT WAS STILL ABOUT 50 TO 75 FT AGL.

Brief of Accident (Continued)

File No. - 2992

12/25/82

DAYTON, OH

A/C Reg. No. N3136T

Time (Lc1) - 1637 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

2. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation APPROACH

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 2813

4/16/82

HINTON,OK

A/C Reg. No. N2152J

Time (Lcl) - 0812 CST

-----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	2	0	0	0

-----Aircraft Information-----

Make/Model - BELL 222
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7850
No. of Seats - 6

Eng Make/Model - LYCOMING LTS-101
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 615 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OKLAHOMA CITY,OK
Destination
ELK CITY,OK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 40
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8126
Make/Model- 224
Instrument- 345
Multi-Eng - 195
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 31
Rotorcraft - 7253

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

HELICOPTER BROKE UP IN FLIGHT AND FELL IN PIECES IN AN OPEN FIELD. WEATHER WAS VMC AND IT WAS DAYLIGHT. ALL 3 OCCUPANTS WERE FATALLY INJURED. THE BREAKUP OCCURRED WHILE AIRCRAFT WAS IN CRUISE FLIGHT.

Brief of Accident (Continued)

File No. - 2813

4/16/82

HINTON,OK

A/C Reg. No. N2152J

Time (Lcl) - 0812 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - FAILURE,TOTAL
2. ROTORCRAFT FLIGHT CONTROL,COLLECTIVE CONTROL - FAILURE,TOTAL
3. ROTOR DRIVE SYSTEM - FATIGUE
4. ROTOR DRIVE SYSTEM - FAILURE,TOTAL
5. ROTOR SYSTEM - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 2919 6/15/82 HARTSHORNE,OK A/C Reg. No. N8442T Time (Lcl) - 1620 CDT

-----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

Crew

Pass

Fatal

1

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
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 - IMC

Wind Dir/Speed- 240/008 KTS

Visibility - 75.0 SM

Cloud Conditions(1st) - 800 FT OBSCURED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TYLER, TX

Destination

TULSA, OK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR FLT FOLLOWING

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 43

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 - 2500

Make/Model- 119

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS-COUNTRY FLIGHT, THE PILOT WAS ADVISED BY RADIO OF A SEVERE THUNDERSTORM AND TORNADO WATCH ALONG HIS ROUTE. AT 1613 CDT, HE WAS ADVISED OF A LINE OF RADAR RETURNS ABOUT 10 MILES AHEAD. HE REPLIED THAT IT "LOOKS LIKE A SOFT SPOT THROUGH THERE, JUST TO THE NORTH OF OUR POSITION" AND CONTINUED. AT ABOUT 1621 CDT, THE PILOT DECLARED AN EMERGENCY. HE REPORTED THAT HE HAD LOST THE ENGINE (ENGINE QUIT) AND AN AILERON, AND THAT THE AIRCRAFT WAS DOWN TO 5000 FT. (THE AIRCRAFT HAD BEEN AT 10,500 FT.) ABOUT 25 SECONDS LATER, HE STATED THAT THE PLANE WAS HARD TO CONTROL, HE WAS AT 2500 FT AND DESCENDING AND HE HAD LOST HIS RIGHT WING. AN EXAMINATION OF THE WRECKAGE INDICATED THE PLANE HAD IMPACTED IN A FLAT SPIN. THE EMPENNAGE, RIGHT AILERON AND A PORTION OF THE OUTER WING PANEL (FORWARD OF THE MAIN SPAR) HAD SEPARATED AND WERE NOT FOUND.

Brief of Accident (Continued)

File No. - 2919

6/15/82

HARTSHORNE,OK

A/C Reg. No. N8442T

Time (Lc1) - 1620 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

5. WING - OVERLOAD
6. WING - SEPARATION
7. STABILIZER - OVERLOAD
8. WING - SEPARATION

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2902 12/01/82 HOOD RIVER, OR A/C Reg. No. N9415K Time (Lcl) - 0830 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN GA4-165-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 165 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHEHALEM, OR	HOOD RIVER
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3040/ 75
Cloud Conditions(1st) - 3500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 3	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS HEAVILY LOADED AND TOOK LONGER THAN NORMAL FOR TAKEOFF. THE ACCELERATION WAS MARGINAL. AT THE END OF THE RUNWAY, WHEN THE PILOT PULLED UP OVER THE WIRES, THE AIRSPEED DECAYED. THE PILOT MANEUVERED TO AVOID HOUSES AND LARGE TREES AND FLEW INTO SMALL TREES WHEN THE AIRCRAFT WOULD NOT CLIMB. THE MOST RECENT ANNUAL INSPECTION WAS DATED 6/11/78. THE AIRCRAFT PREVIOUSLY ENCOUNTERED MECHANICAL DIFFICULTIES ON ITS FERRY FLIGHT FROM PALMER, AK, BUT NO MECHANICAL PROBLEMS WERE REPORTED ON THIS FLIGHT. THE PREVIOUS DIFFICULTIES INCLUDED MAGNETO AND BRAKE FAILURES.

Brief of Accident (Continued)

File No. - 2902

12/01/82

HOOD RIVER,OR

A/C Reg. No. N9415K

Time (Lcl) - 0830 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED -
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 7. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2842 12/15/82 CHEMULT,OR A/C Reg. No. N90876 Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	1	0
Pass	0	0	0	1	0

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

SUBSTANTIAL
Fire
NONE

-----Aircraft Information-----

Make/Model - HUGHES 369HS
Landing Gear - SKID
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 278 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 180/020 KTS
Visibility - .250 SM
Cloud Conditions(1st) - 200 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KLAMATH FALLS,OR
Destination
TROUTDALE,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 31
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2049
Make/Model- 674
Instrument- UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 90
Rotorcraft - 1786

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE FLT ENCOUNTERED HEAVY SNOW ENROUTE & THE ENG QUIT. DURING THE AUTOROTATION THE PLT MANEUVERED TO AVOID HITTING A RAILROAD SIGNAL TRESTLE BUT STRUCK SEVERAL RAILROAD SIGNAL CABLES & CRASHED. THE ACFT WAS NOT EQUIPPED WITH A PARTICLE SEPARATOR, NOR WAS THE INSTALLED INLET SCREEN DESIGNED TO HANDLE HEAVY SNOW. ADDITIONALLY, THE ACFT WAS NOT EQUIPPED WITH AN AUTO-RELITE SYSTEM. THE AFM PROHIBITS FLT IN FALLING SNOW WITHOUT THE AUTO-RELITE SYSTEM INSTALLED.

Brief of Accident (Continued)

File No. - 2842

12/15/82

CHEMULT,OR

A/C Reg. No. N90876

Time (Lc1) - 1130 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - SNOW
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
3. FUEL SYSTEM, RAM AIR - ICE

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
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) 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. - 2860 12/17/82 NORTH PLAINS, OR A/C Reg. No. N5686Z Time (Lcl) - 0545 PST

-----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

	Injuries			
	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ENSTROM 280C
Landing Gear - SKID
Max Gross Wt - 2200
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E1AD
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 1400 FT SCATTERED
Cloud Conditions(2nd) - 3600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
RIDGEFIELD, WA
Destination
HILLSBORO, OR

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

HELICOPTER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - E-208C

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 328	Last 24 Hrs	- 0
Make/Model-	313	Last 30 Days-	2
Instrument-	0	Last 90 Days-	3
		Rotorcraft	- 313

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 0530 PST, THE PILOT DEPARTED FROM HIS HOME AT RIDGE FIELD, WA ON A FLIGHT TO HILLSBORO, OR. ACCORDING TO THE PILOT'S INSTRUCTOR, THE NORMAL ROUTE USED FOR THIS TRIP WOULD BEEN TO PROCEED ON A SOUTHERLY HEADING TO CORNELIUS PASS, GO THROUGH THE PASS, THEN CONTINUE TO HILLSBORO. THE HELICOPTER CRASHED ABOUT 2.5 MI NORTHWEST OF CORNELIUS PASS. THE 0548 PST HILLSBORO WX WAS 1400 PTLY OBSCD, 3600 OVC, VIS 7 MI, TEMP 45, DEW PT 43, WIND 170 DEG AT 10 GS'TG 30 KTS. THE ELEVATION AT HILLSBORO WAS 204 FT, THE CRASH SITE WAS AT ABOUT 900 FT. THE PILOT'S INSTRUCTOR WAS SEARCHING THE AREA AT 0200. HE STATED THE CRASH SITE WAS OBSCURED BY CLOUDS, THERE WAS STRONG TURBULENCE, THE WIND WAS GUSTING FROM THE SOUTH AT 30 TO 40 KTS, AND THERE WAS HEAVY RAIN. AN EXAMINATION OF THE SITE REVEALED THE HELICOPTER HAD COLLIDED WITH TREES ON A STEEP SLOPE WHILE IN A TURN. NO PREIMPACT/ MECHANICAL MALFUNCTION OR FAILURES WERE FOUND THAT WOULD HAVE ATTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2860

12/17/82

NORTH PLAINS,OR

A/C Reg. No. N5686Z

Time (Lc1) - 0545 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - TURBULENCE
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2824 12/26/82 SCAPPOOSE,OR A/C Reg. No. N2239J Time (Lcl) - 1550 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

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	SCAPPOOSE INDUSTRIAL
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 300 FT AGL AFTER A TOUCH & GO THE ENG QUIT. THE NON-PILOT OWNER WHO WAS AT THE CONTROLS TURNED THE ACFT OVER TO THE PASSENGER WHO WAS A PRIVATE PILOT & HE MADE THE FORCED LANDING. THERE WAS NO USUABLE FUEL ON BOARD THE ACFT THE PASSENGER/PILOT REPORTED THAT HE WAS UNAWARE THAT THE OWNER DID NOT POSSESS A VALID CERTIFICATE.

Brief of Accident (Continued)

File No. - 2824

12/26/82

SCAPPOOSE,OR

A/C Reg. No. N2239J

Time (Lcl) - 1550 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2823 7/14/82 CROSS FORK, PA A/C Reg. No. N7584V Time (Lcl) - 2145 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
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - RAIN SHOWER
Condition of Light - DUSK

Itinerary

Last Departure Point
WELLSVILLE, NY
Destination
CHAMBERSBURG, PA

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 - 220
Make/Model- 220
Instrument- UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 25
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 2132 THE PLT CONTACTED FSS REPORTING HIS POSITION, LIGHTNING TO HIS EAST & REQUESTED WX AROUND HIS POSITION. HE WAS ADVISED OF THUNDERSTORM ACTIVITY, DETERIORATING CONDITIONS & THAT VFR FLT WAS NOT RECOMMENDED. HE WAS ALSO ADVISED TO REVERSE COURSE. AT 2145 THE ACFT IMPACTED A MOUNTAIN. RADAR SUMMARIES FOR 2135 SHOWED THUNDERSTORM RAINSHOWER ACTIVITY PRESENT OVER NORTH CENTRAL PENNSYLVANIA. A CELL WITH A 1-4 LEVEL INTENSITY WAS PRESENT OVER THE ROUTE BETWEEN DEPARTURE POINT & CROSS FORK, PA. THE INCREASING LEVEL INTENSITY OF THE CELL OCCURRED OVER THE SOUTHERN PORTION OF THE ROUTE. MAXIMUM TOPS RECORDED WAS 37,000 FT.

Brief of Accident (Continued)

File No. - 2823

7/14/82

CROSS FORK, PA

A/C Reg. No. N7584V

Time (Lc1) - 2145 EDT

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 - DOWNDRAFT
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
 5. WEATHER CONDITION - THUNDERSTORM
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2876

10/27/82

BUCKINGHAM,PA

A/C Reg. No. N4956L

Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER PA-28-180

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- 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

WARRINGTON,PA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

WARRINGTON

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

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 - 130 Last 24 Hrs - 0

Make/Model- 130 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH A TREE DURING ONE OF SEVERAL LOW PASSES. PILOT SAID HE HAD TEMPORARY POWER LOSS. WITNESSES SAID HIS PASSES WERE AT HIGH SPEED, HIGH POWER WITH NO SIGN OF ENGINE TROUBLE. HE MADE A SECCESFUL LANDING BACK AT DEPARTURE POINT WITH DAMAGED AIRCRAFT.

Brief of Accident (Continued)

File No. - 2876

10/27/82

BUCKINGHAM, PA

A/C Reg. No. N4956L

Time (Lc1) - 1600 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2851 11/06/82 CLARION, PA A/C Reg. No. N2649L 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	1

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
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
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, SE SEA

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 250
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER ENGINE QUIT PILOT TRIED TO RETURN TO AIRPORT BUT CRASHED OFF AIRPORT IN A TURN COLLAPSING THE NOSE GEAR AND DAMAGING THE RIGHT WING. THE FUEL ABOARD WAS ONE GALLON IN LEFT TANK AND ABOUT TWO GALLONS IN RIGHT TANK. THE GAUGES INDICATED EMPTY FOR LEFT AND SLIGHTLY ABOVE EMPTY FOR RIGHT TANK.

Brief of Accident (Continued)

File No. - 2851

11/06/82

CLARION, PA

A/C Reg. No. N2649L

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 2973 11/28/82 WILLIAMSPORT, PA A/C Reg. No. N1498U Time (Lc1) - 1640 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	1	0
Pass	0	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- 020/008 KTS
Visibility - 3.000 SM
Cloud Conditions(1st) - 600 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
WILLIAMSPORT, PA
Destination
COLUMBUS, OH

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 19
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 768
Make/Model- 375
Instrument- 118
Multi-Eng - 711
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED THE AIRPORT WITH ICE ON THE AIRFRAME. THE PILOT ENCOUNTERED MORE ICING IN FLIGHT AND DECIDED TO RETURN TO THE AIRPORT, BUT WAS UNABLE TO MAINTAIN HIS ALTITUDE. THE AIRCRAFT COLLIDED WITH TREES DURING A FORCED LANDING. THE PILOT HAD BEEN ADVISED OF ICING CONDITIONS.

Brief of Accident (Continued)

File No. - 2973

11/28/82

WILLIAMSPORT, PA

A/C Reg. No. N1498U

Time (Lc1) - 1640 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - ICING CONDITIONS
4. WING - ICE
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. AIRCRAFT PERFORMANCE - DETERIORATED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LIGHT CONDITION - DUSK
8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2872 12/17/82 NEAR RAMEY, PR A/C Reg. No. N4481L Time (Lcl) - 1807 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SANTO DOMINGO, DR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAN JUAN, PR	Runway Ident - N/A
Wind Dir/Speed- 040/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 96
SE LAND	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING CROSS-COUNTRY VFR DAY FLIGHT PILOT BECAME LOST AND WAS RECEIVING RADIO HELP IN ORIENTATION WHEN FUEL WAS EXHAUSTED AND AIRCRAFT DITCHED ABOUT 68 NMI NORTH OF RAMEY, PR.

Brief of Accident (Continued)

File No. - 2872

12/17/82

NEAR RAMEY, PR

A/C Reg. No. N4481L

Time (Lc1) - 1807 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2822 7/13/82 CHARLESTON, SC A/C Reg. No. N6234L Time (Lcl) - 0707 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -HIGHWAY TRAFFIC ADVISORY
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	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - 7000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CHARLESTON EXEC
Runway Ident - 09
Runway Lth/Wid - 5000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2084 Last 24 Hrs - UNK/NR
Make/Model- 1986 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 115

Instrument Rating(s) - NONE

-----Narrative-----

PLT MADE STEEP TURN AFTER TAKEOFF & STALLED. ACFT CAME TO REST ON THE ARPT ABOUT 1500 FT FROM THE POINT WHERE THE TAKEOFF RUN WAS INITIATED & ABOUT 200 FT NORTH OF RWY 9. IT WAS NECESSARY FOR THE PLT TO BE AIRBORNE BY 0700 IN ORDER FOR HIM TO MAKE HIS FIRST TRAFFIC REPORT AT A SPECIFIED LOCATION BY 0710.

Brief of Accident (Continued)

File No. - 2822

7/13/82

CHARLESTON, SC

A/C Reg. No. N6234L

Time (Lc1) - 0707 EDT

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(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2849 10/08/82 ALLENDALE, SC A/C Reg. No. N958MC Time (Lcl) - 1320 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-C7	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- YES
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NORTH MYRTLE BEACH, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DESTIN, FL	ALLENDALE COUNTY
Wind Dir/Speed - 150/006 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Cloud Conditions(1st) - 3100 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2262
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - B-58	Make/Model - 175
		Instrument - 558
		Last 30 Days - UNK/NR
		Last 90 Days - 11
		Multi-Eng - 1762

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 30 MIN AFTER DEPARTURE, ELECTRICAL EQUIPMENT BEGAN TO FAIL. THE PLT TURNED OFF THE ALTERNATOR & RESET WITH NO CHANGE. HE THEN SWITCHED TO THE #1 REGULATOR WHICH DID NOT CORRECT THE PROBLEM. WHILE TURNING ON DOWNWIND THE GEAR HANDLE WAS PLACED DOWN & ALL ELECT POWER WAS LOST. THE PLT THEN CRANKED THE GEAR DOWN UNTIL RESISTANCE WAS MET, BUT DID NOT COUNT THE NUMBER OF REVOLUTIONS. THE ACFT TOUCHED DOWN WITH PARTIALLY EXTENDED LANDING GEAR. BOTH BATTERIES WERE FOUND DRY. THE LEFT ALTERNATOR HAD NO OUTPUT & RIGHT ALTERNATOR CURRENT LIMITER WAS BURNED OPEN. THE PLT INDICATED DURING A SUBSEQUENT INTERVIEW THAT HE DID NOT TURN OFF ANY ELECTRICAL EQUIPMENT. HE ALSO STATED THAT HE HAD NOT EXERCISED THE EMERG LANDING GEAR SYSTEM IN FLIGHT PRIOR TO THIS MISHAP.

Brief of Accident (Continued)

File No. - 2849

10/08/82

ALLENDALE, SC

A/C Reg. No. N958MC

Time (Lc1) - 1320 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - INADEQUATE
2. ELECTRICAL SYSTEM, BATTERY - DETERIORATED
3. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE
4. ELECTRICAL SYSTEM - OUTPUT LOW
5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
6. ELECTRICAL SYSTEM - FAILURE, TOTAL
7. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
8. ELECTRICAL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
10. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
12. 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) 6,7,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2997

5/10/82

KINGSTON, TN

A/C Reg. No. N5750V

Time (Lc1) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

UNK/NR

-----Aircraft Information-----

Make/Model - BEECH A23-24
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KINGSTON, TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MEADOW LAKE
Runway Ident - 04
Runway Lth/Wid - 2600-N/A
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42

Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - A23/24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 422	Last 24 Hrs	- UNK/NR
Make/Model-	266	Last 30 Days-	UNK/NR
Instrument-	55	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 300 FT AGL AND THE PILOT DITCHED THE PLANE IN A LAKE. AFTER THE DITCHING, THE PILOT EGRESSED FROM THE PLANE AND ENTER A FISHING BOAT THAT PULLED UP ALONGSIDE. SHORTLY AFTER THAT, THE PLANK SANK. AFTER THE AIRCRAFT WAS RECOVERED, THE ENGINE WAS PREPARED FOR A TEST RUN. AFTER SOME DIFFICULTY IN STARTING, IT RAN SMOOTHLY WHEN THE MIXTURE WAS LEANED EXCESSIVELY. WHEN THE FUEL CONTROL UNIT WAS REPLACED, THE ENGINE OPERATED NORMALLY. AFTER THAT, THE ENGINE WAS CHECKED WITH THE ORIGINAL FUEL CONTROL RE-INSTALLED, AND AGAIN, IT WOULD RUN SMOOTHLY ONLY WHEN LEANED. THE ORIGINAL FUEL CONTROL UNIT WAS BENCH TESTED. REPORTEDLY, IT TESTED NORMAL, AND AFTER THAT, IT OPERATED PROPERLY.

Brief of Accident (Continued)

File No. - 2997

5/10/82

KINGSTON, TN

A/C Reg. No. N5750V

Time (Lc1) - 1545 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM, FUEL CONTROL - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2840 12/11/82 NASHVILLE, TN A/C Reg. No. N90773 Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- ROBINSON R-22	Eng Make/Model	- LYCOMING O-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	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL,LMTD BY FCSTR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 1300 FT OVERCAST</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>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>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>NASHVILLE METRO AIRPORT</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - HU-500</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3180</p> <p>Make/Model- 430</p> <p>Instrument- 266</p> <p>Multi-Eng - 200</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 90</p> <p>Rotorcraft - 1230</p>
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Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING AN AUTOROTATION AT ABOUT 125 FT AGL THE STUDENT ATTEMPTED TO APPLY POWER FOR A RECOVERY BUT NOTED THAT THE OIL PRESSURE LIGHT WAS ILLUMINATED & THE ENG HAD QUIT. THE CFI TOOK THE CONTROLS & EXECUTED AN EMERGENCY LANDING. HE MANEUVERED TO AVOID POWER LINES & MADE A RUNNING LANDING ON ABOUT A 2-DEG SLOPE. THE ACFT CAME TO REST WITH THE BUBBLE THROUGH A FENCE. THE TEMP/DEW POINT WAS 44/39. THE ENG FAILED ABOUT 5 MIN AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 2840

12/11/82

NASHVILLE, TN

A/C Reg. No. N90773

Time (Lc1) - 1130 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - PERFORMED - DUAL STUDENT
3. FUEL SYSTEM, CARBURETOR - ICE
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - CONTINUED - PILOT IN COMMAND(CFI)

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 2970 4/18/82 SAN ANTONIO, TX

A/C Reg. No. N3580D

Time (Lcl) - 2017 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 8

Eng Make/Model - LYCOMING TS10-540J
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 350 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- 080/005 KTS
Visibility - 1.000 SM
Cloud Conditions(1st) - 400 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MIDLAND, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SAN ANTONIO INTERNATIONAL
Runway Ident - 12
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - WET

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)
ATP, CFI
SE LAND, SE SEA, ME LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 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 WAS TRYING TO LAND AFTER BOTH ENGINES FAILED DURING TAKEOFF AFTER THE AIRCRAFT WAS REFUELED WITH JET FUEL INSTEAD OF GASOLINE. THE WEATHER WAS IFR WITH FOG, LOW CEILING AND RAIN. THE AIRCRAFT COLLIDED WITH TREES DURING A FORCED LANDING AND WAS DESTROYED BY FIRE AFTER IMPACT.

Brief of Accident (Continued)

File No. - 2970

4/18/82

SAN ANTONIO, TX

A/C Reg. No. N3580D

Time (Lcl) - 2017 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - IMPROPER
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - COMPANY/OPERATOR MGMT
4. ANNUNCIATOR PANEL LIGHTS - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2972

4/27/82

ROANOKE, TX

A/C Reg. No. N6502T

Time (Lc1) - 1450 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL - DUAL

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BEECH B23

Eng Make/Model - LYCOMING O-360-A2C

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/009 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 5000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT OVERCAST

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

AERO VALLEY

Runway Ident - 17

Runway Lth/Wid - 3500/ 40

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

GLIDER

Age - 24

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1055

Last 24 Hrs - 1

Make/Model- 3

Last 30 Days- 21

Instrument- 110

Last 90 Days- 113

Multi-Eng - 35

Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT THE AIRCRAFT APPEARED TO TAKEOFF AND CLIMB NORMALLY UNTIL IT REACHED AN ALTITUDE OF ABOUT 100 FT AGL. IT THEN PITCHED UP ABRUPTLY TO ABOUT A 70 DEG NOSE HIGH ATTITUDE. AFTER THE PITCH-UP, THE AIRCRAFT CLIMBED TO ABOUT 175 TO 200 FT AGL, STALLED, ROTATED ABOUT THE LEFT WING TIP AND ENTERED A SPIN. THE PLANE ROTATED ABOUT 270 DEG BEFORE CRASHING. NO PREIMPACT MALFUNCTION OR FAILURES OF THE ENGINE OR FLIGHT CONTROLS WERE FOUND. TWO METALLURGICAL EXAMINATIONS OF THE SEAT TRACKS AND SEAT LOCKING MECHANISMS WERE MADE. REPORTS OF THESE EXAMINATIONS CONCLUDED THAT THE LEFT (STUDENT PILOT'S) SEAT WAS NOT IN A FIXED POSITION DURING IMPACT. THERE WAS EVIDENCE THAT IT HAD TRAVELED TO AN EXTREME AFT POSITION BEFORE THE PLANE CRASH. THE LEFT SEAT LOCKING MECHANISM OPERATED NORMALLY WHEN CHECKED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2972

4/27/82

ROANOKE, TX

A/C Reg. No. N6502T

Time (Lcl) - 1450 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUSELAGE, SEAT - NOT ENGAGED
2. AIRCRAFT PREFLIGHT - IMPROPER - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PULL-UP - INADVERTENT - DUAL STUDENT
5. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT
6. AIRPLANE HANDLING - NOT POSSIBLE - PILOT IN COMMAND (CFI)
7. STALL/SPIN - UNCONTROLLED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7

Factor(s) relating to this accident is/are finding(s) 3

**National Transportation Safety Board
Washington, D.C. 20594**

Brief of Accident

File No. - 2939 4/29/82 PORTLAND, TX A/C Reg. No. N133TS Time (Lcl) - 1258 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - SMITH AEROSTAR 600
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-G1B5

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 290 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- 160/018 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3400 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AUSTIN, TX

Destination

CORPUS CHRISTI, TX

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - RADAR ADVISORIES

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

HUNT

Runway Ident - 14

Runway Lth/Wid - 2700/ 40

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5500

Make/Model- 18

Instrument- 1000

Multi-Eng - 2250

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 26

Rotorcraft - 3000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE DESCENDING NEAR THE DESTINATION, THE LEFT ENGINE STOPPED RUNNING. THE PILOT ATTEMPTED 2 AIRSTARTS WHICH WERE UNSUCCESSFUL. HE FEATHERED AND SECURED THE LEFT ENGINE AND REQUESTED RADAR VECTORS TO THE NEAREST AIRPORT. A VISUAL APPROACH WAS MADE TO THE HUNT AIRPORT AT PORTLAND, TX. THE PILOT STATED THAT HE WAS HAVING NO DIFFICULTY IN MAINTAINING AIRSPEED EVEN WITH THE GEAR DOWN UNTIL HE WAS ON FINAL APPROACH. ON SHORT FINAL, HE EXTENDED FULL FLAPS. HE STATED THAT AS SOON AS HE PUT THE FLAP HANDLE DOWN, HE REALIZED HE MADE A MISTAKE, BUT IT WAS TOO LATE TO TAKE ANY ACTION TO PREVENT THE AIRCRAFT FROM LANDING SHORT. THE AIRCRAFT TOUCHED DOWN ON RISING TERRAIN BETWEEN THE END OF THE RUNWAY AND A NEARBY SHORELINE, TRAVELED UP THE EMBANKMENT AND ONTO THE RUNWAY, THEN BURNED. THE PILOT ESCAPED WITH ONLY MINOR INJURIES. THE FIRE DAMAGED LEFT ENGINE WAS DISASSEMBLED, BUT NO PREIMPACT FAILURE WAS FOUND. REPORTEDLY, THE PLANE HAD NOT BEEN FLOWN SINCE FEB 82. BEFORE TAKEOFF, THE BATTERY WAS DEAD.

Brief of Accident (Continued)

File No. - 2939

4/29/82

PORTLAND, TX

A/C Reg. No. N133TS

Time (Lc1) - 1258 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2940

5/12/82

LORENZO, TX

A/C Reg. No. N9697C

Time (Lc1) - 0507 CDT

-----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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----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 - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed- 200/016 KTS
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
LUBBOCK, TX
Destination
DUNCAN, OK

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LUBBOCK INTL.
Runway Ident - 26
Runway Lth/Wid - 8001/ 150
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 176	Last 24 Hrs -	3
Make/Model-	5	Last 30 Days-	3
Instrument-	2	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED WHILE THE PILOT WAS TRYING TO RETURN TO THE DEPARTURE AIRPORT AFTER A NIGHT TAKEOFF. MARGINAL VFR CONDITIONS WERE FORECAST WITH THUNDERSTORMS PREDICTED. THE AIRCRAFT ACCIDENT OCCURRED IN AREA WHERE A THUNDERSTORM WAS IN PROGRESS. HIS COURSE TO THE AIRPORT WAS CORRECTED BY RADAR PRIOR TO ACCIDENT. THE PILOT HAD FLOWN THE PA-28 TYPE AIRCRAFT ON ONE PREVIOUS OCCASION. HE WAS NOT INSTRUMENT RATED. WHEN THE PLANE CRASHED, IT IMPACTED AT HIGH SPEED IN ABOUT A 60 DEG LEFT BANK AND ABOUT A 45 DEG NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2940

5/12/82

LORENZO, TX

A/C Reg. No. N9697C

Time (Lc1) - 0507 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HAIL
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

7. AIRPLANE HANDLING - NOT MAINTAINED - 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
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2941

5/31/82

FAIRFIELD, TX

A/C Reg. No. N1482W

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation - FERRY
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 - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBO shaft
Rated Power - 317 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- 340/016 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - 8000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUNTSVILLE, TX
Destination
GAINESVILLE, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE, COMMERCIAL, CFI
SE LAND
HELICOPTER

Age - 26
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE HELICOPTER FLYING NORTHBOUND WHILE TRAVELING PARALLEL AND JUST EAST OF A NORTH-SOUTH HIGHWAY. REPORTEDLY, IT ENTER AN AUTOROTATIVE LANDING APPROACH, CROSSED OVER THE HIGHWAY AND IMPACTED IN AN OPEN FIELD ON A WESTERLY HEADING AFTER CLEARING POWER LINES, THEN BURNED. WITNESSES REPORTED THAT THE HELICOPTER WAS DESCENDING IN ABOUT A 45 DEG WHEN IT WENT OUT OF SIGHT BEHIND TREES. AN INVESTIGATION REVEALED THAT IT IMPACTED IN A NOSE HIGH ATTITUDE WHILE MOVING TO THE LEFT. THE WIND WAS FROM 340 DEG AT 16 KTS. AFTER IMPACT THE HELICOPTER BEGAN TO DISINTEGRATE. WRECKAGE WAS FOUND OVER A DISTANCE OF 108 FT. DURING AN ENGINE TEARDOWN, DAMAGE WAS NOTED THAT WAS CONSISTENT WITH A LACK OF POWER AND LOW RPM. NO OTHER EVIDENCE OF PREIMPACT MALFUNCTION OR FAILURE WAS FOUND DURING THE TEARDOWN. REPORTEDLY, THE PILOT HAD NOTED VIBRATIONS ON THE PREVIOUS FLIGHT DURING LEFT TURNS AND HAD TO "BEEP UP" THE ENGINE AFTER LIFTING OFF TO A HOVER, THEN HAD TO "BEEP DOWN" AFTER LANDING TO KEEP FROM OVERSPEEDING.

Brief of Accident (Continued)

File No. - 2941

5/31/82

FAIRFIELD, TX

A/C Reg. No. N1482W

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. ROTOR RPM - 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2983 6/24/82 FORT WORTH, TX A/C Reg. No. N2114D Time (Lcl) - 1615 CDT

-----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

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-236
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3A5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 180/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT BROKEN
Cloud Conditions(2nd) - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MANGHAM FIELD
Runway Ident - 17
Runway Lth/Wid - 2500/ 30
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2311 Last 24 Hrs - UNK/NR
Make/Model- 142 Last 30 Days- UNK/NR
Instrument- 32 Last 90 Days- UNK/NR
Multi-Eng - 313

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED INTO TREES AFTER ENGINE FAILURE DURING TAKEOFF. A FUEL LINE WAS LEAKING. THE ENGINE HAD BEEN WRITTEN UP AS MALFUNCTIONING AND WAS BEING TESTED WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2983

6/24/82

FORT WORTH, TX

A/C Reg. No. N2114D

Time (Lc1) - 1615 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LEAK
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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. - 2985

7/04/82

MEXIA, TX

A/C Reg. No. N5762N

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -AIR SHOW/RACING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GREAT LAKES 2T-1A-2

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1580

No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-BLG6

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 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

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

LIMESTONE COUNTY

Runway Ident - N/A

Runway Lth/Wid - N/A

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)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

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) - UNK/NR

-----Narrative-----

THE AIRCRAFT NOSED OVER DURING A LANDING ON THE TAXIWAY. THE PILOT SAID HE LANDED ON THE TAXIWAY BECAUSE HIS ENGINE QUIT.

Brief of Accident (Continued)

File No. - 2985

7/04/82

MEXIA, TX

A/C Reg. No. N5762N

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. BRAKES(NORMAL) - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2984

7/22/82

TEXLINE, TX

A/C Reg. No. N53309

Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA A188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - 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- UNK/NR

Visibility - UNK/NR

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

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) - UNK/NR

-----Narrative-----

THE PILOT STARTED TO TAKEOFF WITH A 145 GAL SPRAY LOAD. REPORTEDLY, THE MAIN GEAR DUG INTO THE SURFACE OF A PLOWED FIELD DURING THE TAKEOFF ROLL AND COLLAPSED.

Brief of Accident (Continued)

File No. - 2984

7/22/82

TEXLINE, TX

A/C Reg. No. N53309

Time (Lc1) - 2030 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2841

12/12/82

KATY, TX

A/C Reg. No. N54667

Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 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

Airport Proximity
ON AIRPORT

Airport Data

HARBICAN
Runway Ident - 27
Runway Lth/Wid - 2700 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET
SOFT

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 - 43
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 116
Make/Model- 84
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE NOSE WHEEL CONTACTED A 12 INCH RICE FIELD TYPE MUD DAM & THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2841

12/12/82

KATY, TX

A/C Reg. No. N54667

Time (Lcl) - 1730 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET

2. TERRAIN CONDITION - SOFT

3. UNSUITABLE TERRAIN - SELECTED - 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) 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. - 2986 7/12/82 MISSING AIRCRAFT,UN A/C Reg. No. N5637L Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Fatal	Injuries			None
	Serious	Minor		
Crew 1	0	0	0	0
Pass 0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - 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
WOTHAMPTON BEACH,NY
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 90
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 NON-INSTRUMENT RATED PILOT CALLED GROUND CONTROL AND REQUESTED A VFR DEPARTURE. HE WAS ADVISED THAT THE FIELD WAS IFR AND AN IFR CLEARANCE WAS NEEDED. THE PILOT FILED AN IFR FLIGHT PLAN AND ABOUT 15 MIN LATER CALLED FOR HIS CLEARANCE. HE HAD TROUBLE COPYING HIS CLEARANCE AND READ IT BACK 4 OR 5 TIMES BEFORE GETTING IT CORRECT. THE PILOT WAS CLEARED FOR TAKEOFF ON RUNWAY 24, LEFT TURN DIRECT TO HAMPTON. HE WAS INSTRUCTED TO CONTACT NEW YORK DEPARTURE CONTROL AFTER TAKEOFF. THE PILOT ACKNOWLEDGED THE INSTRUCTIONS AND CONTACTED DEPARTURE CONTROL. DEPARTURE CONTROL ANSWERED BY STATING "THREE SEVEN LIMA, IF THAT IS YOU, STANDBY A SECOND." THAT WAS THE LAST REPORTED CONTACT WITH THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2986

7/12/82

MISSING AIRCRAFT,UN

A/C Reg. No. N5637L

Time (Lcl) - UNK/NR

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - DUAL STUDENT
2. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
5. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,

Factor(s) relating to this accident is/are finding(s) 3,4

Probable Cause changed. See AAB 87/02 p. 4-5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2874 11/05/82 MISSING AIRCRAFT, UN A/C Reg. No. N1HQ Time (Lcl) - 1654 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation - PERSONAL	NONE	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91		Pass 1	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - BEECH 65-B80	Eng Make/Model - LYCOMING IGS0-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 8	Rated Power - 380 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT. LAUDERDALE, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	ELEUTHERA ISLAND, BH	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1395
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED FT. LAUDERDALE AT 1626, & AT 1654 IN THE VICINITY OF BIMINI WAS ADVISED TO CONTACT NASSAU RADIO. THE FLT FAILED TO CONTACT NASSAU & THERE WERE NO FURTHER COMMUNICATIONS WITH THE FLT. SEARCH EFFORTS PRODUCED NEGATIVE RESULTS. IMC PREVAILED ON THE PROPOSED ROUTE OF FLT. RADAR DEPICTIONS SHOWED THE MOST SEVERE WEATHER TO BE BETWEEN MIAMI, FL & BIMINI. SIGMET 7 ISSUED AT 1455 SHOWED AN AREA OF EMBEDDED THUNDERSTORMS EXTENDING TO A POINT 100 MI E OF MIAMI WITH TOPS TO 40,000 FT THAT WAS MOVING NE AT 15K. ACFT DAMAGE & INJURIES ARE PRESUMED.

Brief of Accident (Continued)

File No. - 2874

11/05/82

MISSING AIRCRAFT,UN

A/C Reg. No. N1HQ

Time (Lc1) - 1654 EST

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - THUNDERSTORM

----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. - 2944 7/28/82 MILCREEK CANYON,UT A/C Reg. No. N104P Time (Lcl) - 1550 MDT

-----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 - VARIEZE
Landing Gear - UNK/NR
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR

Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - RAIN SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALT LAKE,UT
Destination
OSHKOSH,WI

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 - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000
Make/Model- 200
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 AIRCRAFT CRASHED INTO TREES IN A CANYON AT AN ELEVATION OF 9300 MSL. THE WEATHER WAS REPORTED AS MARGINAL VFR. NO FLIGHT PLAN WAS FILED. VFR FLIGHT WAS NOT RECOMMENDED. A TOXICOLOGICAL CHECK OF THE PILOT'S BLOOD SHOWED AN ALCOHOL LEVEL OF 91 MG%; HOWEVER, THE MEDICAL EXAMINER FOUND EVIDENCE THAT THE ALCOHOL WAS PRODUCED BY POST-MORTEM, TISSUE PUTREFACTION.

Brief of Accident (Continued)

File No. - 2944

7/28/82

MILCREEK CANYON,UT

A/C Reg. No. N104P

Time (Lc1) - 1550 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2825 12/29/82 KAMIS,UT A/C Reg. No. N3803M Time (Lcl) - 1710 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	3

-----Aircraft Information-----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BB
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALT LAKE CITY,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 - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA,ME LAND

Age - 23

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	786	Last 24 Hrs	-	0
Make/Model-		13	Last 30 Days-		0
Instrument-		85	Last 90 Days-		80
Multi-Eng	-	11			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE NOTICED A DROP IN OIL PRESSURE & A PROP SURGE & DECIDED TO MAKE A PRECAUTIONARY LANDING ON A ROAD. DURING THE LANDING THE ACFT STRUCK SEVERAL SIGN POSTS. POST ACCIDENT TESTS SHOWED NO EVIDENCE OF OIL STARVATION OR DROP IN OIL PRESSURE.

Brief of Accident (Continued)

File No. - 2825

12/29/82

KAMIS,UT

A/C Reg. No. N3803M

Time (Lc1) - 1710 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2978 1/03/82 ASHLAND, VA A/C Reg. No. N262OL Time (Lcl) - 1704 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew Pass	7	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 414A	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 8	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 050/005 KTS</p> <p>Visibility - 1.000 SM</p> <p>Cloud Conditions(1st) - 300 FT OVERCAST</p> <p>Cloud Conditions(2nd) - 1600 FT UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BOCA RATON, FL</p> <p>Destination</p> <p>ASHLAND, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/TVOR</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HANOVER COUNTY</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 4650/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1809</p> <p>Make/Model- 250</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>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED 2 WX BRIEFINGS, ONE ON THE EVENING BFR THE FLT, ANOTHER AT 1009 EST, WITHIN 3 HRS OF THE TKOF TIME. IFR CONDITIONS WERE FORCASTED AT THE UNCONTROLLED, DESTINATION ARPT. THE PLT FILED AN IFR FLT PLAN, BUT DID NOT LIST AN ALTERNATE ARPT. THE ACFT DEPARTED BOCA RATON, FL AT 1257 EST. THE FLT WAS UNEVENTFUL EN ROUTE & ALL COMMUNICATIONS WERE NORMAL. DURING ARRIVAL, THE PLT WAS CLEARED FOR A VOR 3 APCH TO RWY 16. THE MIN DSCNT ALT (MDA) FOR THE APCH WAS 800 FT MSL (595 FT AGL) AND THE MIN VIS WAS 1 MI. SVRL WITNESSES AT & NEAR THE ARPT SAW OR HEARD THE ACFT. THEY DESCRIBED THE ACFT AS CROSSING THE ARPT FROM THE WEST SIDE TO THE EAST. THOSE WHO SAW IT DESCRIBED IT TO BE APRX 150 TO 200 FT AGL, IN & OUT OF THE CLDS. REPORTEDLY, THE ACFT THEN CIRCLED & CROSSED THE ARPT AGAIN. SUBSEQUENTLY, IT STRUCK AN 80 FT TREE, THEN IMPACTED THE GND IN A STEEP DESCENT. THERE WAS NO EVIDENCE OF FAILURE OF MALFUNCTION OF THE AIRFRAME OR PWRPLNT BFR IMPACT. THE ACFT WAS ESTIMATED TO BE 46 LBS OVR THE MAX GROSS WT LMT DURING IMPACT.

Brief of Accident (Continued)

File No. - 2978

1/03/82

ASHLAND, VA

A/C Reg. No. N2620L

Time (Lc1) - 1704 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - 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) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2899 2/05/82 LAMBSBURG,VA A/C Reg. No. N75225 Time (Lc1) - 1412 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries	
ON-DEMAND AIR TAXI	DESTROYED		Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	2	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Crew 2	0	0
Accident Occurred During -CRUISE		Pass 2	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WINSTON SALEM,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KNOXVILLE,TN	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - OBSCURED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 600
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 7
	Aircraft Type - PA-32R	Make/Model- 65
		Last 30 Days- 80
		Instrument- 114
		Last 90 Days- UNK/NR
		Multi-Eng - 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON AN AIR TAXI FLIGHT TO TRANSPORT 2 PRISONERS AND WAS TO BE OPERATED ON A VFR FLIGHT PLAN IN VFR CONDITIONS ONLY. PRIOR TO TAKEOFF, THE PILOT HAD OBTAINED 12 WEATHER BRIEFING. IN 2 OF THE BRIEFINGS, VFR FLIGHT WAS NOT RECOMMENDED. AT ABOUT 1338, HE DEPARTED FROM WINSTON-SALEM IN VFR CONDITIONS ON A FLIGHT TO KNOXVILLE, TN. WITNESSES, SOUTH OF THE CRASH SITE, REPORTED SEEING THE AIRCRAFT HEADING NORTH NEAR INTERSTATE HIGHWAY I-77. THEY REPORTED THE ENGINE WAS STEADY AND LOUD. ONE WITNESS STATED THAT THE PLANE WAS FLYING AT ABOUT 200 FT AGL, WELL BELOW THE MOUNTAINS AHEAD. REPORTEDLY, THERE WAS FOG IN THE AREA AND THE HIGHER ELEVATIONS WERE COMPLETELY OBSCURED BY FOG. ONE OR TWO MINUTES LATER THEY HEARD THE CRASH. AN INVESTIGATION REVEALED THE PLANE HAD IMPACTED THE SIDE OF A MOUNTAIN WHILE IN LEVEL FLIGHT, THEN BURNED. NO EVIDENCE OF PREIMPACT MALFUNCTION/FAILURE OR FOUL PLAY WAS FOUND. THE PILOT HAD RECENTLY BEEN HIRED AND THIS WAS ONLY HIS SECOND FLIGHT AS PILOT-IN-COMMAND WITH THIS COMPANY.

Brief of Accident (Continued)

File No. - 2899

2/05/82

LAMBSBURG,VA

A/C Reg. No. N75225

Time (Lc1) - 1412 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. TERRAIN CONDITION - RISING
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2980 12/14/82 MIDLAND, VA A/C Reg. No. N7243W Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-180

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2400

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 - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180 -UNK/NR

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WARRENTON-FAUQUIER

Runway Ident - 24

Runway Lth/Wid - 2090/ 40

Runway Surface - ASPHALT

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 225 Last 24 Hrs - 0

Make/Model- 200 Last 30 Days- UNK/NR

Instrument- 6 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND FLIGHT INSTRUCTOR (CFI) WERE ON AN INSTRUCTIONAL FLIGHT FOR A BIENNIAL FLIGHT REVIEW. THE PILOT REPORTED THAT DURING THE LANDING, THE SUN WAS IN HIS EYES. HE STATED THAT ON FINAL APPROACH, THE AIRCRAFT ENCOUNTERED A DOWNDRAFT AND STRUCK A THREE-FOOT SNOWBANK. THE SNOWBANK WAS LOCATED ON THE END OF THE RUNWAY BETWEEN THE THRESHOLD LIGHTS.

Brief of Accident (Continued)

File No. - 2980

12/14/82

MIDLAND,VA

A/C Reg. No. N7243W

Time (Lc1) - 1630 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. OBJECT - DOWNDRAFT
3. PROPER ALTITUDE - MISJUDGED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

-----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. - 2850 11/15/82 MORRISVILLE,VT A/C Reg. No. N2221N Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING LO-320-D3G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<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 - IMC</p> <p>Wind Dir/Speed- 250/012 KTS</p> <p>Visibility - .125 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination BURLINGTON,VT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MORRISVILLE/STONE</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2700/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 21</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 428</p> <p>Make/Model- 14</p> <p>Instrument- 47</p> <p>Multi-Eng - 23</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 108</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENROUTE TO DESTINATION THROUGH A MOUNTAIN PASS THE PILOT SAW APPROACHING SNOW & DECIDED TO RETURN & LAND. WHILE RETURNING, A RAPIDLY MOVING SNOW SQUALL WAS APPROACHING THE ARPT. AT ABOUT 1/4 MI FROM THE END OF RWY 1 VISIBILITY DROPPED TO ABOUT 1/8 MI IN HEAVY SNOW. THE PLT LANDED ON THE GRASS RWY BUT EXECUTED A GO-AROUND WHEN IT BECAME APPARENT THE ACFT WOULD NOT STOP PRIOR TO THE END OF THE RWY. THE PLT CLIMBED TO 400 FT AGL & MADE A TEARDROP TURN TO RWY 19. THE ACFT LANDED ABOUT 1/2 WAY DOWN THE RWY & RAN OFF THE END INTO A DITCH.

Brief of Accident (Continued)

File No. - 2850

11/15/82

MORRISVILLE, VT

A/C Reg. No. N2221N

Time (Lc1) - 1615 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - SNOW
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2900 4/24/82 GREENWATER, WA A/C Reg. No. N6079N Time (Lc1) - 2045 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - BEECH 23	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	BURLEY, ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TACOMA, WA	Runway Ident - N/A
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 3500 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 262
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1620 LOCAL TIME ON 4/24/82, THE AIRCRAFT DEPARTED BURLEY, ID AND PROCEEDED ON A VFR FLIGHT PLAN TO TACOMA, WA. THE MOUNTAINS EAST OF SEATTLE WERE OBSCURED BY AN OVERCAST CEILING BEGINNING AT 3500 FT. DURING A DESCENT FROM 10,500 FT INTO THE SEATTLE TERMINAL AREA, THE AIRCRAFT CRASHED IN MOUNTAINOUS TERRAIN AT 3500 FT MSL. THE SEATTLE WEATHER WAS 3500 BRKN, VIS 15, TEMP 47, DEW PT 32, WIND 020 AT 5 KTS. THE TOP OF THE CEILING WAS ESTIMATED AT 7200 FT. AN AMERICAN AIRLINES CAPTAIN REPORTED SEEING THE AIRCRAFT IN A CONTROLLED DESCENT INTO A CLOUD LAYER.

Brief of Accident (Continued)

File No. - 2900

4/24/82

GREENWATER,WA

A/C Reg. No. N6079N

Time (Lcl) - 2045 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - HIGH TERRAIN
7. 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) 7

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. - 2805 11/13/82 LYNNWOOD,WA A/C Reg. No. N6943M Time (Lc1) - 1540 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
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARTHA LAKE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 43
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 108

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	219	Last 24 Hrs	-	0
Make/Model	-	93	Last 30 Days	-	1
Instrument	-	6	Last 90 Days	-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG FAILED APPROACHING THE ARPT AT LOW ALTITUDE. THE ACFT STRUCK TREES DURING A DESCENDING TURN TOWARD A POWER COMPANY RIGHT-OF-WAY. INVESTIGATION REVEALED THAT THE IMPULSE DRIVE SPRINGS ON BOTH MAGNETOS HAD FAILED IN FATIGUE. THE SPRINGS ARE NOT ASSIGNED A SERVICE LIFE LIMIT. REJECTION CRITERIA DURING MAGNETO OVERHAUL PERTAINS TO DISTORTION OF COIL SYMMETRY & OBVIOUS SIGNS OF WEAR. NO RECORD COULD BE FOUND OF REPLACEMENT OF THE MAGNETO IMPULSE SPRINGS. IT IS POSSIBLE THAT THEY WERE ORIGINAL EQUIPMENT DATING TO 1948.

Brief of Accident (Continued)

File No. - 2805

11/13/82

LYNNWOOD, WA

A/C Reg. No. N6943M

Time (Lc1) - 1540 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FATIGUE
 2. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - 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. - 2859

12/11/82

RENTON, WA

A/C Reg. No. N9846T

Time (Lcl) - 1359 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - 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- 170/007 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 5500 FT BROKEN
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

RENTON MUNICIPAL
Runway Ident - 15
Runway Lth/Wid - 5480/ 200
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 450	Last 24 Hrs	- UNK/NR
Make/Model-	422	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER DURING TAKEOFF AT ABOUT 200 FT AGL. THE ACFT THEN EXECUTED A LEFT DESCENDING 180 DEG TURN & CRASHED ON THE FLIGHTLINE OF AN ACFT COMPANY. INVESTIGATION REVEALED THAT THE FUEL FILTER BOWL CONTAINED ABOUT 1/2 FUEL & 1/2 WATER, AND THE CARBURETOR CONTAINED WATER ONLY.

Brief of Accident (Continued)

File No. - 2859

12/11/82

RENTON, WA

A/C Reg. No. N9846T

Time (Lcl) - 1359 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2812

5/09/82

MILWAUKEE, WI

A/C Reg. No. N6837J

Time (Lc1) - 1740 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	1	3
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 - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - RADIO
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 140/014 KTS
Visibility - 12.0 SM

Cloud Conditions(1st) - 20000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TIMMERMAN

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 - 28

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1383

Make/Model- 238

Instrument- 198

Multi-Eng - 61

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENGINE FAILURE FORCED PILOT TO LAND IN AN OPEN PLOWED FIELD. AIRCRAFT COLLIDED WITH WIRES BUT A SUCCESSFUL LANDING WAS MADE. OIL PUMP GEAR TOOTH HAD FAILED.

Brief of Accident (Continued)

File No. - 2812

5/09/82

MILWAUKEE,WI

A/C Reg. No. N6837J

Time (Lc1) - 1740 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2924 7/29/82 SPRING GREEN,WI A/C Reg. No. N5698M Time (Lc1) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL MAPPING/PHOTOGRAPHY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING H10-360-E1BD	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MADISON,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 210/015 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 - 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 - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1936
SE LAND	Months Since - UNK/NR	Make/Model- 14
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 85
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - 1894

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE AIRCRAFT WAS ON A PHOTOGRAPHIC FLIGHT FOR THE PURPOSE OF TAKING PICTURES OF A PIECE OF FARM EQUIPMENT. THE FIRST PASS WAS MADE AT ABOUT 50 FT AGL, HEADING INTO THE WIND. A TURN WAS THEN MADE DOWNWIND, BACK TOWARD THE FARM EQUIPMENT. AT ABOUT THAT TIME, THE HELICOPTER LOST ROTOR RPM AND BEGAN TO SETTLE. THE PILOT REPORTED THAT WHEN HE LOOKED AT THE AIRSPEED GAUGE, IT INDICATED ZERO. HE WAS UNABLE TO RECOVER THE RPM AND THE HELICOPTER TOUCHED DOWN IN MATURE CORN WHILE IN A NOSE HIGH ATTITUDE. DURING THE TOUCHDOWN, THE MAIN ROTOR BLADES AND TAIL ROTOR COLLIDED.

Brief of Accident (Continued)

File No. - 2924

7/29/82

SPRING GREEN,WI

A/C Reg. No. N5698M

Time (Lc1) - 1400 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. MANEUVER - PERFORMED - PILOT IN COMMAND
3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. TERRAIN CONDITION - CROP

----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. - 2925

7/31/82

GRANTSBURG, WI

A/C Reg. No. N3683Q

Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	0
Pass		0	0	0	0

Type of Operation - INSTRUCTIONAL - DUAL

Flight Conducted Under - 14 CFR 91

Fire
NONE

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH A23A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2350

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346A

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 165 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 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

ON AIRPORT

Airport Data

GRANTSBURG MUNICIPAL

Runway Ident - 30

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2610

Make/Model- 2610

Instrument- UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT COULD NOT START THE AIRCRAFT WITH THE MIXTURE IN THE NORMAL (RICH) POSITION. THE MIXTURE WAS SET TO LEAN AND THE ENGINE STARTED. DURING TAKEOFF, THE ENGINE LOST POWER AND THE PILOT LANDED OFF THE END OF THE RUNWAY. THIS WAS THE FIRST FLIGHT SINCE AN ANNUAL INSPECTION. DURING A POST ACCIDENT INSPECTION, THE FUEL PUMP ADJUSTMENT SCREW HAD TO BE ADJUSTED BY 3 TURNS TO GET THE FUEL PRESSURE DOWN TO NORMAL. ALSO THERE WAS A 100 RPM RISE WHEN THE MIXTURE WAS LEANED AT 1000 RPM SETTING. ADDITIONALLY, THE SPARK PLUGS WERE FOUND TO BE FOULED WITH CARBON.

Brief of Accident (Continued)

File No. - 2925

7/31/82

GRANTSBURG,WI

A/C Reg. No. N3683Q

Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - PRESSURE EXCESSIVE
 2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2955

8/03/82

OSHKOSH,WI

A/C Reg. No. N9JR

Time (Lc1) - 1310 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -OTHER

Aircraft Damage
DESTROYED

Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	1	0	0	0

-----Aircraft Information-----

Make/Model - STARDUSTER II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2020
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 230/011 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 25000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

WITTMAN FIELD

Runway Ident - 18

Runway Lth/Wid - 6701/ 150

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 - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 286

Make/Model- 152

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT WERE OPERATING IN THE FLY-BY (NO RADIO) PATTERN DURING THE ANNUAL EAA CONVENTION. ACCORDING TO PARTICIPANT RECORDS, BOTH PLTS HAD RECEIVED FLY-BY PATTERN BRIEFINGS. BOTH ACFT WERE OBSERVED TO BE IN THE SOUTHERN MOST PORTION OF THE UPWIND LEG OF THE "SOUTH OPERATIONS" FLY-BY PATTERN HEADING APPROXIMATELY 180 DEG. BOTH ACFT WERE WITHIN ALTITUDE & AIRSPEED RESTRICTIONS. NX1548, A HIGH WING ACFT, WAS AT A HIGHER ALTITUDE THAN N9JR, A BI-WING ACFT. N9JR WAS SEEN IN A CLIMBING LEFT HAND TURN. AFTER IMPACT BOTH ACFT ENTERED A LEFT HAND SPIN TOGETHER.

Brief of Accident (Continued)

File No. - 2955

8/03/82

OSHKOSH,WI

A/C Reg. No. N9JR

Time (Lcl) - 1310 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation OTHER

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
 4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2955 8/03/82 OSHKOSH, WI A/C Reg. No. NX5148 Time (Lcl) - 1310 CDT

-----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	ON GROUND	Crew 1	0	0	0
Accident Occurred During	-OTHER		Pass 0	0	0	0
			Other 2	0	0	0

-----Aircraft Information-----

Make/Model	- CORBEN "B" BABY ACE	Eng Make/Model	- CONTINENTAL A-65	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 950	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	WITTMAN FIELD
Wind Dir/Speed-	ATC/Airspace	Runway Ident
230/011 KTS	Type of Flight Plan	- 18
Visibility	- NONE	Runway Lth/Wid
- 7.0 SM	Type of Clearance	- 6701/ 150
Cloud Conditions(1st)	- NONE	Runway Surface
- 25000 FT SCATTERED	Type Apch/Lndg	- N/A
Cloud Conditions(2nd)		Runway Status
- NONE		- N/A
Obstructions to Vision-		
NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1649
SE LAND	Months Since - 14	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 10
		Instrument- 10
		Last 90 Days- 21
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT WERE OPERATING IN THE FLY-BY (NO RADIO) PATTERN DURING THE ANNUAL EAA CONVENTION. ACCORDING TO PARTICIPANT RECORDS BOTH PLTS HAD RECEIVED FLY-BY PATTERN BRIEFINGS. BOTH ACFT WERE OBSERVED TO BE IN THE SOUTHERN MOST PORTION OF THE UPWIND LEG OF THE "SOUTH OPERATIONS" FLY-BY PATTERN HEADING APPROXIMATELY 180 DEG. BOTH ACFT WERE WITHIN ALTITUDE & AIRSPEED RESTRICTIONS. NX1548, A HIGH WING ACFT, WAS AT A HIGH ALTITUDE THAN N9JR, A BI-WING ACFT. N9JR WAS SEEN IN A CLIMBING LEFT HAND TURN. AFTER IMPACT BOTH ACFT ENTERED A LEFT HAND SPIN TOGETHER.

Brief of Accident (Continued)

File No. - 2955

8/03/82

OSHKOSH, WI

A/C Reg. No. NX5148

Time (Lc1) - 1310 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation OTHER

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
 4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2937 11/17/82 BLACK RIVER FALLS,WI A/C Reg. No. N813A Time (Lcl) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	2	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 26
Runway Lth/Wid - 4800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 156	Last 24 Hrs -	0
Make/Model-	64	Last 30 Days-	0
Instrument-	3	Last 90 Days-	42

Instrument Rating(s) - NONE

-----Narrative-----

AFTER FLYING IN THE LOCAL AREA ABOUT 1 HR, THE PILOT LANDED AT THE AIRPORT. WHILE TAXIING BACK TO THE HANGAR, HE ELECTED TO MAKE ANOTHER SHORT FLIGHT. THE AIRCRAFT WAS TAXIED BACK TO THE RUNWAY AND A TAKEOFF WAS MADE. NO ENGINE RUNUP OR CARBURETOR HEAT CHECK WAS PERFORMED PRIOR TO THE SECOND TAKEOFF. AT AN ALTITUDE OF ABOUT 200 TO 300 FT DURING TAKEOFF, THE ENGINE RPM WENT FROM FULL POWER TO ABOUT A FAST IDLE. DURING A SUBSEQUENT LANDING IN AN OPEN FIELD, THE NOSE GEAR COLLAPSED AND THE ENGINE MOUNTS WERE BUCKLED. THE PILOT ATTRIBUTED THE LOSS OF POWER TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 2937

11/17/82

BLACK RIVER FALLS, WI

A/C Reg. No. N813A

Time (Lc1) - 1415 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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) 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. - 2810 12/10/82 NEENAH,WI A/C Reg. No. N6588E Time (Lcl) - 1315 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed- 270/012 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NEENAH
Runway Ident - 18
Runway Lth/Wid - 2250/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 15	Last 24 Hrs	- 2
Make/Model	- 15	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 15

Instrument Rating(s) - NONE

-----Narrative-----

PILOT TOOK OFF IN SHORT GROUND RUN. CROSSWIND BLEW AIRCRAFT TO EAST SIDE OF RUNWAY. NO CLIMB ESTABLISHED. AIRCRAFT FLEW INTO TREES ALONGSIDE RUNWAY. ALIGNMENT WITH RUNWAY NOT MAINTAINED.

Brief of Accident (Continued)

File No. - 2810

12/10/82

NEENAH,WI

A/C Reg. No. N6588E

Time (Lc1) - 1315 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2995 9/26/82 BERKELEY SPRINGS, WV A/C Reg. No. N8690E Time (Lcl) - 1330 EDT

-----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	1	0	0
Accident Occurred During - CRUISE			4	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WINCHESTER, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 151
SE LAND	Months Since - 6	Make/Model- 54
	Aircraft Type - PA-28	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE AIRCRAFT COLLIDED WITH THE SIDE OF A MOUNTAIN DURING LEVEL FLIGHT AT ABOUT 2000 FT MSL. THE IMPACT OCCURRED WHERE THE TERRAIN SLOPED UPWARD AT ABOUT A 45 DEG ANGLE. PRIOR TO TAKEOFF, THE PILOT WAS ADVISED OF MARGINAL VFR CONDITIONS AND POSSIBLE OBSCURATION OF THE MOUNTAIN TOPS. VFR FLIGHT WAS NOT RECOMMENDED.

Brief of Accident (Continued)

File No. - 2995

9/26/82

BERKELEY SPRINGS,WV

A/C Reg. No. N8690E

Time (Lcl) - 1330 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - LOW CEILING
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

7. LIGHT CONDITION - DAYLIGHT
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2908 10/07/82 GILLETTE,WY A/C Reg. No. N3129R Time (Lc1) - 1844 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - HELIO H-395
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING GO-480-G1B6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 295 HP

ELT Installed/Activated - YES/NO
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- 210/012 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 15000 FT
Cloud Conditions(2nd) - 20000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CASPER,WY
Destination
GILLETTE,WY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

GILLETTE CAMPBELL COUNTY
Runway Ident - 15
Runway Lth/Wld - 5500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 3500 Last 24 Hrs - 1
Make/Model- 26 Last 30 Days- 30
Instrument- 265 Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING ROLL-OUT ON RUNWAY 15, THE AIRCRAFT GROUND LOOPED TO THE RIGHT AND THE LEFT GEAR FAILED. THE PILOT SAID HE WAS FOLLOWING A TWIN CESSNA THAT WAS ABOUT 1/4 MILE AHEAD, AND WHEN HE RAISED THE FLAPS FROM FULL DOWN TO 3/4 DOWN, THE PLANE SUDDENLY VEERED TO THE RIGHT. HE THOUGHT HE HAD ENCOUNTERED "PROP WASH" OR VORTICES FROM THE TWIN CESSNA THAT HAD MADE A TOUCH-AND-GO. THE PILOT SAID HE WAS ADVISED BY THE TOWER CONTROLLER THAT THE WINDS WERE FROM 210 DEG AT 12 KTS AND GUSTING. AN INVESTIGATION REVEALED THE GEAR HAD FAILED FROM OVERLOAD. ACCORDING TO THE 1848 WEATHER REPORT, THE WIND WAS FROM 290 DEG AT 9 GUSTING 22 KTS.

Brief of Accident (Continued)

File No. - 2908

10/07/82

GILLETTE,WY

A/C Reg. No. N3129R

Time (Lc1) - 1844 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 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) 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. - 2911 12/22/82 LANDER,WY A/C Reg. No. N756CK Time (Lcl) - 1520 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/004 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 23000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROCK SPRINGS,WY
Destination
LANDER,WY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HUNT
Runway Ident - 03
Runway Lth/Wid - 5100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1160
Make/Model- 900
Instrument- 0
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 61

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT NOSE WHEEL COLLAPSED DURING LANDING. THE PLANE THEN TURNED LEFT WENT OFF THE RUNWAY AND COLLIDED WITH A SNOWBANK. AN EXAMINATION OF THE AIRCRAFT REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE NOSE GEAR PRIOR TO TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2911

12/22/82

LANDER, WY

A/C Reg. No. N756CK

Time (Lcl) - 1520 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #3 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2912 12/24/82 AFTON,WY

A/C Reg. No. N21008

Time (Lcl) - 1430 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1610
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 4000 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
EVANSTON,WY

Airport Proximity
ON AIRPORT

Airport Data

AFTON
Runway Ident - 16
Runway Lth/Wid - 4200/ 45
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 48
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 208
Make/Model- 90
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT HAD A POWER LOSS DURING TAKEOFF AND NOSED OVER IN SNOW DURING A FORCED LANDING. THE OAT WAS 21 DEGREES. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION DURING A POST ACCIDENT EXAMINATION.

Brief of Accident (Continued)

File No. - 2912

12/24/82

AFTON,WY

A/C Reg. No. N21008

Time (Lc1) - 1430 MST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SNOW COVERED

-----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



EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6895

NTSB

AAB-84/07

Brief Format U.S. Civil and Foreign

Aviation Issue Number 15--1982

Accidents

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