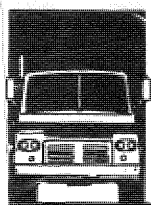
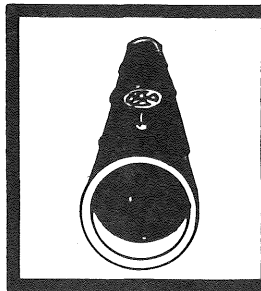
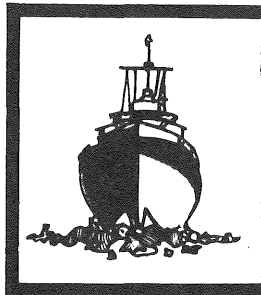
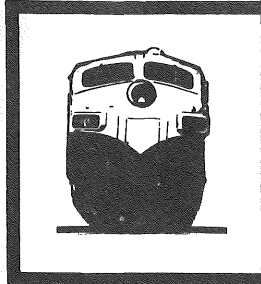
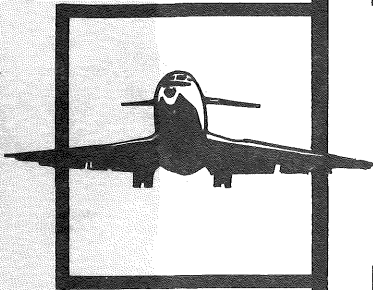
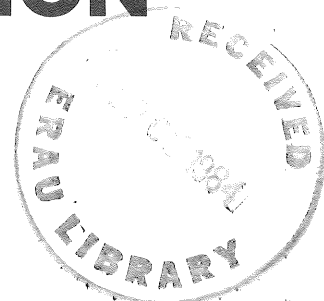


PB84-916908



NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 16 OF 1982 ACCIDENTS**

NTSB/AAB-84/08

UNITED STATES GOVERNMENT

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Issue 16**

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 3001 thru 3200					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWARD

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

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

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

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

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

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

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

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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 3001 Through 3200
Issue Number 16

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	187	38	93
Part 135 (Air Taxi)	15	6	10
Part 135 (Commuter)	0	0	0
Part 121 (Air Carrier)	1	1	153
	<hr/>	<hr/>	<hr/>
Totals	203	45	256

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 3001 Through 3200
Issue Number 16

TYPE OF AIRCRAFT SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
Fixed-Wing (Single Engine)	147	30	68
Fixed-Wing (Multi-Engine)	34	13	183
Rotorcraft	16	2	5
Glider	5	0	0
Balloon	1	0	0
Blimp/Dirigible	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	203	45	256

File Order Listing - Issue No. 16, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3001	N2NN	121882	HEMET, CA	NORMAN NEGUS	KR-2	SERIOUS	186
3002	N65937	041782	NEAR TUCSON, AZ	SCHWEIZER SG	1-126E	SERIOUS	36
3003	N1751U	080382	NEAR KENAI, AK	CESSNA	207	SERIOUS	6
3004	N64419	101882	FORT LAUDERDALE, FL	CESSNA	172M	FATAL	208
3005	N4VB	081482	SAGINAW, MI	VON BERG	VEE BEE 4	MINOR	248
3006	N38RM	083082	CHICAGO, IL	BEECH	G18S	NONE	226
3007	N8259M	111782	GRAYSLAKE, IL	PIPER	PA-28-181	NONE	228
3008	N3983A	103182	DURHAM, CT	FAIRCHILD	M-62A-3	SERIOUS	206
3009	N2366R	120582	ROCKY HILL, NJ	CESSNA	182G	SERIOUS	284
3010	N9180G	123082	JEFFERSONVILLE, IN	CESSNA	182N	NONE	232
3011	N56689	121882	WEST PLAINS, MO	PIPER	PA-28-140	SERIOUS	254
3012	N11263	111182	HUNTER, NY	CESSNA	150L	SERIOUS	314
3013	N6545K	061582	ASHEVILLE, NC	CESSNA	172P	SERIOUS	264
3014	N8313E	050882	UPPER LAKE, CA	CESSNA	172	FATAL	86
3015	N81786	080482	CONCORD, NH	PIPER	PA-28-161	FATAL	276
3016	N5099	061282	CEDAR, MN	MCCLARY	MONG SPORT	FATAL	250
3017	N7LZ	091382	CANYON COUNTRY, CA	LONG-EZ	RUTAN	SERIOUS	156
3018	N44219	123082	DRIFT RIVER, AK	TAYLORCRAFT	BC12-D1	NONE	24
3019	N4428D	122982	CHICO, CA	BEECH	G35	NONE	190
3020	N1949H	112682	LINCOLN, CA	PIPER	PA-28-161	FATAL	176
3021	N2806V	112382	EDGEWATER, MD	CESSNA	150M	SERIOUS	242
3022	N8451R	112682	PINE MOUNTAIN, GA	PIPER	PA-28-161	NONE	214
3023	N8130E	122582	GILA BEND, AZ	MOONEY	M20A	SERIOUS	70
3024	N9557T	111582	GORST, WA	CESSNA	210	FATAL	396
3025	N696B	101082	OCEANSIDE, CA	BEECH	A35	FATAL	170

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3026	N733ZR	020882	SANTA YSABEL, CA	CESSNA	172N	FATAL	76
3027	N74734	040682	NEAR SALIDA, CO	MOONEY	M20B	FATAL	196
3028	N98841	080982	DANBURY, CT	CESSNA	310R	FATAL	204
3029	N91TW	011782	DELTA, UT	PIPER	PA-31T	MINOR	390
3030	N76T	122682	APEX, NC	LUSCOMBE	8A	SERIOUS	274
3030	N73260	122682	APEX, NC	PIPER	PA-22	SERIOUS	272
3031	N244PH	121882	NEAR RANDLE, WA	BELL	214B	FATAL	398
3032	N47MJ	110682	ELIZABETH CITY, NC	GATES LEARJE	25	NONE	268
3032	N13MJ	110682	ELIZABETH CITY, NC	GATES LEARJE	24D	NONE	266
3033	N6241Z	072082	WINAMAC, IN	PIPER	PA-25-150	FATAL	230
3034	N5443H	060482	ALABASTER, AL	CESSNA	172M	FATAL	26
3035	N1ET	100482	DYERSBURG, TN	PIPER	PA-31-310	MINOR	342
3036	N4958U	110382	CHATTANOOGA, TN	CESSNA	210E	NONE	344
3037	N9031F	072382	MILWAUKEE, WI	ROBINSON	R22	NONE	402
3038	N8189H	112882	KANSAS CITY, MO	PIPER	PA-34	FATAL	252
3039	N22695	080382	NEAR ANCHORAGE, AK	CESSNA	150H	SERIOUS	4
3040	N3771P	091782	NEAR GLENNALLEN, AK	PIPER	PA-18	NONE	12
3041	N80124	090982	NAKNEK, AK	CESSNA	185F	NONE	10
3042	N200WJ	021082	TWENTYNINE PALMS, CA	BEECH	95-C55	FATAL	80
3043	N742GF	122182	ALEXANDER CREEK, AK	PIPER	PA-18-150	NONE	22
3044	N6160L	031382	GLENDALE, AZ	AMERICAN YAN	AA-1	FATAL	34
3044	KC135	031382	GLENDALE, AZ	BOEING	KC-135A	FATAL	32
3045	N98949	050582	CHARLOTTE, TX	BEECH	B90	FATAL	346
3046	N9511H	112682	MOUNT ALTON, PA	CESSNA	172H	SERIOUS	326
3047	N4721P	113082	SIOUX FALLS, SD	CESSNA	P210	FATAL	340

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3048	N9121U	082982	FAIRFIELD, NJ	CESSNA	150M	FATAL	282
3048	N8998V	082982	FAIRFIELD, NJ	CESSNA	172M	FATAL	280
3049	N1008Q	110782	BROOMFIELD, CO	CESSNA	310H	FATAL	200
3050	N3460Q	102382	KEMMERER, WY	CESSNA	320E	FATAL	406
3051	N14748	112482	WILLIAMS, AZ	BELLANCA	17-30A	FATAL	64
3052	N98316	071482	BIRMINGHAM, AL	PIPER	PA-28-140	SERIOUS	28
3053	N4273X	120782	SAN FRANCISCO, CA	SWEARINGEN	SA226-T	NONE	180
3054	N66GH	071682	RENO, NV	CESSNA	T-210L	FATAL	302
3055	N999LS	040682	MISSOULA, MT	CESSNA	320F	FATAL	256
3057	N34595	121282	STARRUCCA, PA	CESSNA	177B	FATAL	330
3058	N5380D	053182	OREM, UT	CESSNA	172N	FATAL	392
3059	N6911	042882	HAKALAU, HI	BEECH	E18S	FATAL	218
3060	N5755Q	030482	ASPEN, CO	MOONEY	M20E	MINOR	194
3061	N47271	062182	DILLON, MT	AEROSPATIALE	SA-315B	SERIOUS	258
3062	N6456	062382	DARDANELLE, CA	AEROSPATIALE	SA-316B	FATAL	98
3063	N8542B	031182	LAS VEGAS, NV	CESSNA	172	SERIOUS	300
3064	N5571N	020682	GLENDALE, AZ	RAVEN	S-55A	NONE	30
3065	N4055C	123082	FT. LAUDERDALE, FL	CESSNA	310R	FATAL	212
3066	N59771	111282	BREVARD, NC	PIPER	PA-31-350	FATAL	270
3067	N4538S	062482	NEAR RINGLING, MT	BEECH	V35B	FATAL	260
3068	N86689	070182	STOCKTON, CA	HILLER	UH-12L3	NONE	100
3069	N46TA	070882	BURBANK, CA	CESSNA	414	NONE	106
3070	N18958	081582	TRENTON, NJ	BEECH	C24R	FATAL	278
3071	N2014D	112982	HAZLETON, PA	BEECH	C23	FATAL	328
3072	N87842	052982	LODI, CA	KAMAN	K600-3	NONE	92

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3073	N81012	121782	HOMESTEAD, FL	PIPER	PA-32R-301	SERIOUS	210
3074	N8455Y	021382	NEAR SONOMA, CA	PIPER	PA-34	FATAL	82
3075	N738GF	062082	GRANADA HILLS, CA	CESSNA	172	SERIOUS	96
3076	N41336	122082	COLUMBIA, SC	PIPER	PA-34-200	NONE	336
3077	N3149Z	082082	BROOMFIELD, CO	QUICKSILVER	MXII	SERIOUS	198
3078	N32180	092282	NEAR DARBY, MT	PIPER	PA-28-151	NONE	262
3079	N9049G	100482	FLAT, AK	CESSNA	206	NONE	16
3080	N4269N	122182	NEAR PALMER, AK	CESSNA	140	SERIOUS	20
3081	N8225Y	121382	GAMBELL, AK	PIPER	PA-34-200T	NONE	18
3082	N4079J	111082	ALTURAS, CA	PIPER	PA-31-350	NONE	172
3083	N1562M	083082	CASA GRANDE, AZ	CESSNA	188	NONE	56
3084	N2296Y	083082	COLORADO CITY, AZ	BELL	206B	NONE	54
3085	N5624U	082882	TWENTY-NINE PALMS, CA	PIPER	PA-28-140	NONE	140
3086	N2671Z	082782	HAYWARD, CA	BELLANCA	7ECA	MINOR	138
3087	N68940	070882	PRESCOTT, AZ	CESSNA	152	NONE	40
3088	N2106S	070482	SOUTH LAKE TAHOE, CA	CESSNA	T210L	NONE	102
3089	N274MA	111182	ENGLEWOOD, CO	MITSUBISHI	MU-2B-60	NONE	202
3090	N5440J	080182	NOVATO, CA	CESSNA	172N	NONE	132
3091	N2744Q	071382	BAKERSFIELD, CA	CESSNA	A185F	NONE	110
3092	N3001F	120882	PHOENIX, AZ	BELL	TH-13T	SERIOUS	68
3093	N6628E	071382	LITTLE RIVER, CA	BEECH	C23	NONE	112
3094	N55299	120682	DATELAND, AZ	CESSNA	172P	NONE	66
3095	N218B	121882	FAIR OAKS, CA	BEECH	G35	NONE	188
3096	N6066K	123082	COALINGA, CA	CESSNA	150M	NONE	192
3097	N6628Q	102682	COOLIDGE, AZ	GRUMMAN	G-164B	NONE	62

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3098	N7675C	091882	PRESCOTT, AZ	PIPER	PA-28R-200	NONE	58
3099	N80301	083182	SAN JOSE, CA	CESSNA	172M	NONE	146
3100	N5284P	120282	OCEAN CITY, MD	PIPER	PA-24-250	FATAL	244
3101	N2038P	123082	CHARLESTON, SC	BEECH	58P	NONE	338
3102	N4472D	072582	UPLAND, CA	BEECH	F35	NONE	126
3103	N90088	072182	SANTA YNEZ, CA	CESSNA	140	NONE	122
3104	N18010	071682	CHOWCHILLA, CA	CESSNA	150L	NONE	114
3105	N6559	072182	CHANDLER, AZ	GRUMMAN	G-164A	MINOR	46
3106	N9708C	070982	AGUILA, AZ	PIPER	PA28-201T	NONE	42
3107	N455HC	072882	HENDERSON, NV	BEECH	95-B55	NONE	304
3108	N42916	072782	RAMONA, CA	CESSNA	180J	MINOR	128
3109	N5954A	052782	FRESNO, CA	CESSNA	172	NONE	90
3110	N5107V	072482	SAN CARLOS, CA	MORRISEY	2150	NONE	124
3111	N47930	082882	CHANDLER, AZ,	CESSNA	152	NONE	52
3112	N9031N	081282	SACRAMENTO, CA	AERO COMMAND	500S	NONE	136
3113	N63822	081182	LAKE BERRYESSA, CA	PIPER	PA-18	NONE	134
3114	N53186	082982	BLYTHE, CA	CESSNA	172	NONE	144
3115	N3935T	073182	SAN PEDRO, CA	PIPER	PA-28R	NONE	130
3116	N90639	071182	MURRIETA, CA	BLANIK	L-13	NONE	108
3117	N5688N	073182	PHOENIX, AZ	ENSTROM	F28C	NONE	48
3118	N2949M	071282	FLAGSTAFF, AZ	PIPER	PA-12	NONE	44
3119	N130V	052182	SANTA MARIA, CA	BELL	47G2	NONE	88
3120	N2562K	020982	HICKMAN, CA	PIPER	PA-38-112	NONE	78
3121	N151DM	091882	RENO, NV	NORTH AMERIC	P-51D	NONE	310
3122	N5262U	123182	SEDONA, AZ	CESSNA	172RG	MINOR	74

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3123	N477BL	123182	PRESCOTT, AZ	PIPER	PA-34-200T	NONE	72
3124	N1221Q	121182	BIG BEAR LAKE, CA	CESSNA	150L	MINOR	184
3125	N6713Q	120982	WESTLEY, CA	GRUMMAN	G-164B	NONE	182
3126	N115EZ	112082	SANTA PAULA, CA	TIFFT-V	VARIEZE	SERIOUS	174
3127	N3556V	092382	COTTONWOOD, AZ	CESSNA	150M	NONE	60
3128	N74440	092282	SAN JOSE, CA	BELLANCA	14-13-2	NONE	160
3129	N6702Y	070782	HEALDSBURG, CA	BEECH	77	NONE	104
3130	N7349U	090982	RIVERSIDE, CA	CESSNA	T207A	MINOR	154
3131	N2064B	072182	KERNVILLE, CA	LUSCOMBE	8A	MINOR	120
3132	N59242	071682	SANTA ANA, CA	CESSNA	210L	MINOR	116
3133	N713BT	121982	JOHNS ISLE, SC	PIPER	PA-23-250	MINOR	334
3134	N4747X	090782	TULSA, OK	CESSNA	150	MINOR	318
3136	N5357J	081482	PINE SPRINGS, AZ	CESSNA	172N	MINOR	50
3137	N45BW	090682	FORT WORTH, TX	BEECH	23	SERIOUS	354
3138	N6088B	090482	FARMINGTON, NM	CESSNA	182A	NONE	288
3139	N9065D	091582	AUSTIN, TX	ROBINSON	R-22	MINOR	364
3140	N6078U	111882	SHEBOYGAN, WI	PIPER	601P	SERIOUS	404
3141	N40037	070182	LADYSMITH, WI	PIPER	PA-28-161	NONE	400
3142	N29944	091982	HOUSTON, TX	NORTH AMERIC	AT-6D	NONE	366
3143	N26171	092282	TULSA, OK	GRUMMAN	AA-5A	NONE	320
3144	N20516	092382	COLLEGE STATION, TX	CESSNA	172M	NONE	368
3145	N2389G	092482	ALBUQUERQUE, NM	CESSNA	182B	MINOR	292
3146	N30136	100382	ALBUQUERQUE, NM	WACO	UPF-7	NONE	294
3147	N5286L	080182	ROCKFORD, IL	PIPER	PA-28-180	NONE	222
3148	N4737	070982	NEW ORLEANS, LA	BOEING	727-235	FATAL	236

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3149	N5746M	073082	MARION, IL	CESSNA	310P	NONE	220
3150	N8601M	061182	CATALINA ISLAND, CA	WING	D-1	FATAL	94
3151	N8007J	050882	BURBANK, CA	SMITH AEROST	600	FATAL	84
3152	N4326C	120282	AUSTIN, TX	CESSNA	340A	NONE	380
3153	N9256S	122682	CHILDRRESS, TX	BEECH	C23	NONE	384
3154	N16659	111982	PORT O'CONNOR, TX	BELL	206B	NONE	378
3155	N24WD	102682	GRANTS, NM	QUICKIE	TWO	MINOR	296
3156	N73922	091082	KATY, TX	CESSNA	172N	NONE	358
3157	N5697P	101382	HOUSTON, TX	PIPER	PA-24-250	NONE	376
3158	N5698E	081782	NEAR SUTTON, AK	ENSTROM	F-28F	MINOR	8
3159	N5734N	092582	GULF OF MEXICO, GM	BELL	206L-1	MINOR	216
3160	N6303G	052682	MANGHAM, LA	CESSNA	A188B	NONE	234
3161	N969H	050982	HERNDON, VA	BEECH	35-B33	NONE	394
3162	N66909	100382	SANTA ANA, CA	BEECH	A36TC	MINOR	166
3163	N6718X	092982	BIG SUR, CA	BEECH	76	NONE	164
3164	N4603A	100382	RIALTO, CA	BEECH	A36	NONE	168
3165	N91238	092382	VISALIA, CA	PIPER	PA-18	NONE	162
3166	N9787G	090582	RENO, NV	CESSNA	182P	MINOR	308
3167	N3642Y	090482	BURBANK, CA	PIPER	601P	NONE	148
3168	N1524	081582	SPARKS, NV	MENEES	LP-49MS	SERIOUS	306
3169	N910PD	071882	DELANO, CA	BELL	204	NONE	118
3170	N61857	121682	ANDERSON, SC	BOEING	A75N1	NONE	332
3171	N2194Z	090782	MISSING AIRCRAFT, UN	CESSNA	180	FATAL	388
3172	N5331X	092182	NEAR KOTZEBUE, AK	CESSNA	U206 G	FATAL	14
3173	N90439	102982	AUGUSTA, ME	TED SMITH	601P	FATAL	246

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3174	N4778R	070382	GRAND CANYON, AZ	BELL	206B	NONE	38
3175	N8176W	101782	RENO, NV	PIPER	PA28-180	SERIOUS	312
3176	N5648H	051182	ALBUQUERQUE, NM	PIPER	PA-16	MINOR	286
3177	N737LA	112882	12NM EAST OF ANZA, CA	CESSNA	172N	FATAL	178
3178	N20726	091882	BELDON, CA	CESSNA	182P	FATAL	158
3179	N7781D	061582	NEAR TYONEK, AK	PIPER	PA-18-150	NONE	2
3181	N29660	081882	ROCK FALLS, IL	TAYLORCRAFT	BL-65	FATAL	224
3182	N15U	122582	PAMPA, TX	CESSNA	T337G	NONE	382
3183	N89757	122982	FORT WORTH, TX	CESSNA	152	MINOR	386
3184	N20EB	122682	PORTALES, NM	CESSNA	172M	MINOR	298
3185	N14084	122282	NASH, OK	CESSNA	150	NONE	324
3186	N1026K	121282	NEW ORLEANS, LA	LUSCOMBE	8A	NONE	240
3187	N94296	082882	MONTEREY, CA	CESSNA	A185F	NONE	142
3188	N6553E	091582	HOBBS, NM	CESSNA	172N	NONE	290
3189	N8233U	091282	CORPUS CHRISTI, TX	CESSNA	172	MINOR	362
3190	N2677K	091482	NEW IBERIA, LA	CESSNA	180K	NONE	238
3191	N1755J	092882	KANSAS, OK	PIPER	PA-28-140	NONE	322
3192	N8666J	091182	INEZ, TX	CESSNA	150C	NONE	360
3193	N2369N	090982	MULESHOE, TX	AIRTRACTOR	AT-400	NONE	356
3194	N4518S	090382	SHAWNEE, OK	BEECH	A36	NONE	316
3195	N62405	090182	PLAINVIEW, TX	CESSNA	172P	NONE	352
3195	N520T	090182	PLAINVIEW, TX	BEECH	95-C55	NONE	350
3196	N49452	083082	COLLEGE STATION, TX	CESSNA	152	NONE	348
3197	N44MA	090582	CALIFORNIA CITY, CA	SCHLEICHER	ASW-20	NONE	152
3197	N214T	090582	CALIFORNIA CITY, CA	SCHEMPH-HIRT	VENTUS	NONE	150

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3198	N3755D	093082	NEW BRAUNFELS, TX	CESSNA	182A	NONE	372
3199	N4774Y	093082	MIDLAND, TX	CESSNA	T210N	NONE	374
3200	N24313	092682	DUMAS, TX	CESSNA	152	NONE	370

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 16 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3179 6/15/82 NEAR TYONEK, AK A/C Reg. No. N7781D Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
KUSKOKWIM RIVER, AK
Destination
BIG LAKE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - NON-VALID MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED ON A GLACIER AND NOSED OVER. AIRCRAFT OCCUPANTS WERE RESCUED AFTER BEING SIGHTED BY A COMMERCIAL CARRIER.

Brief of Accident (Continued)

File No. - 3179

6/15/82

NEAR TYONEK, AK

A/C Reg. No. N7781D

Time (Lcl) - UNK/NR

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. TERRAIN CONDITION - SNOW COVERED
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3039 8/03/82 NEAR ANCHORAGE, AK A/C Reg. No. N22695 Time (Lcl) - 1930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	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	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA 150H	Eng Make/Model - LYCOMING O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - WATER - CALM
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 601
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 164
	Aircraft Type - UNK/NR	Instrument- 69
		Multi-Eng - 29
		Last 24 Hrs - 5
		Last 30 Days- 0
		Last 90 Days- 280

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAKING OFF FROM A LAKE, THE INSTRUCTOR REDUCED THE POWER TO SIMULATE A FORCED LANDING AT ABOUT 200 FT AGL. HE REPORTED THAT THE STUDENT ELECTED TO MAKE A 180 DEG TURN TO LAND. HE STATED THAT DURING THE TURN, THE STUDENT BROUGHT THE NOSE UP AND THE AIRCRAFT ENTERED A STALL/SPIN AND CRASHED IN THE WATER. REPORTEDLY, THERE WOULD HAVE BEEN SUFFICIENT ROOM ON THE LAKE TO LAND STRAIGHT AHEAD.

Brief of Accident (Continued)

File No. - 3039

8/03/82

NEAR ANCHORAGE, AK

A/C Reg. No. N22695

Time (Lcl) - 1930 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. ABORTED TAKEOFF - INITIATED - DUAL STUDENT
3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. STALL/SPIN - INADVERTENT - DUAL STUDENT

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

Finding(s)

6. TERRAIN CONDITION - WATER, GLASSY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3003 8/03/82 NEAR KENAI, AK A/C Reg. No. N1751U Time (Lc1) - 1415 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	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	5	0	0	
Accident Occurred During	-CLIMB							

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

Make/Model	- CESSNA 207	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	- 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	KENAI, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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, ATP	Current - UNK/NR	Total - 5143	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 95	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 237	Last 90 Days - 131
		Multi-Eng - 214	Rotorcraft - 4323
Instrument Rating(s) - AIRPLANE			

-----Narrative-----

SEVERAL BLACK BEARS WERE SPOTTED IN A NARROW CANYON AND THE PILOT BEGAN MAKING TIGHT, DESCENDING TURNS SO HIS SIGHTSEEING PASSENGERS COULD GET PHOTOGRAPHS. REPORTEDLY, THE STALL WARNING HORN CAME ON, BUT THE PILOT CONTINUED THE TURNS. HE FINALLY ROLLED OUT OF THE TURN, BUT WAS HEADED UPHILL IN THE VALLEY. THE PILOT WAS UNABLE TO MAINTAIN AIRSPEED WHILE CLIMBING UP THE VALLEY. SUBSEQUENTLY, THE AIRCRAFT CRASHED AND NOSED OVER. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3000 FT AND THE REPORTED TEMPERATURE WAS 62 DEG.

Brief of Accident (Continued)

File No. - 3003

8/03/82

NEAR KENAI, AK

A/C Reg. No. N1751U

Time (Lc1) - 1415 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. TERRAIN CONDITION - RISING
 6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation OTHER

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3158 8/17/82 NEAR SUTTON, AK A/C Reg. No. N5698E Time (Lcl) - 1005 ADT

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

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

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

Make/Model - ENSTROM F-28F	Eng Make/Model - LYCOMING HIO-360-F1AD	ELT Installed/Activated - YES-UNK/NR
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 - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 6000 FT	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 - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 800
	Months Since - 15	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 600
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 255
		Rotorcraft - 800

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD APPROACHED AND LANDED ON A BLUFF TO DISCHARGE HIS TWO PASSENGERS. HOWEVER, BEFORE DISCHARGING THE PASSENGERS, HE DECIDED TO TAKEOFF AND FIND A BETTER LANDING AREA. WHEN THE HELICOPTER WAS ABOUT 10 TO 20 FT FROM THE TAKEOFF POINT, BUT APPROXIMATELY 200 FT AGL, THERE WAS A DECREASE IN RPM. INITIALLY, THE PILOT THOUGHT HE WAS SETTling WITH POWER. HE LOWERED THE NOSE AND COLLECTIVE, BUT WAS UNABLE TO REGAIN THE RPM, BUT HE FELT THE HELICOPTER YAW TO THE LEFT. HE FELT MAST-BUMPING AND REALIZED HE MUST BE CROSS-CONTROLLING WITH TOO MUCH RIGHT PEDAL AND LEFT CYCLIC. HE THEN ENTERED AN AUTOROTATION. THE HELICOPTER COLLIDED WITH TREES ON THE SIDE OF THE BLUFF AND ROLLED TO THE BOTTOM OF THE HILL. AN EXAMINATION REVEALED THAT THE NO-2 CYLINDER COMPRESSION WAS LOW. THE NO-2 INTAKE VALVE HAD BECOME TULIPED AND WAS LEAKING. THERE WAS EVIDENCE THAT IT HAD BEEN POUNDING. ALSO, THERE WAS INDICATIONS OF HIGH ENGINE RPM AND TEMPERATURE. THE HELICOPTER HAD BEEN FLOWN 38 HRS SINCE THE LAST INSPECTION.

Brief of Accident (Continued)

File No. - 3158

8/17/82

NEAR SUTTON, AK

A/C Reg. No. N5698E

Time (Lcl) - 1005 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - LEAK
2. POWERPLANT CONTROLS - IMPROPER USE OF -

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

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

Finding(s)

5. TERRAIN CONDITION - DOWNHILL

----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. - 3041 9/09/82 NAKNEK,AK A/C Reg. No. N80124 Time (Lc1) - 1500 ADT

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

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

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

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NAKNEK,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EGEGIK,AK	NAKNEK SEAPLANE BASE
Wind Dir/Speed- 105/005 KTS		Runway Ident - 28
Visibility - 6.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 300
Cloud Conditions(1st) - 1000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - WATER
Cloud Conditions(2nd) - 2000 FT OVERCAST	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 429
SE LAND,SE SEA	Months Since - 4	Make/Model- 320
	Aircraft Type - C-185	Instrument- 1
		Last 24 Hrs - 7
		Last 30 Days- 33
		Last 90 Days- 88

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A TAKEOFF DOWNWIND IN GUSTY CONDITIONS ON A LAKE WITH MARGINAL CAPABILITIES. SURROUNDING TERRAIN MAKES WIND SWIRLING EDDIES. THE AIRCRAFT LOST LIFT AND IMPACTED ON THE BANK OF THE LAKE IN ALDER BRUSH.

Brief of Accident (Continued)

File No. - 3041

9/09/82

NAKNEK, AK

A/C Reg. No. N80124

Time (Lc1) - 1500 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - UNFAVORABLE WIND
5. TERRAIN CONDITION - DIRT BANK
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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. - 3040 9/17/82 NEAR GLENNALLEN, AK A/C Reg. No. N3771P Time (Lcl) - 1500 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHISTOCHINA, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	(REMOTE AREA), AK	Runway Ident - UNK/NR
Wind Dir/Speed- 060/015 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - UNK/NR
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3800
SE LAND	Months Since - 23	Make/Model- 3724
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS FLIPPED OVER BY GUSTY TAILWIND AFTER THE PILOT LANDED DOWNWIND. NO LOGICAL REASON OFFERED FOR DOWNWIND LANDING.

Brief of Accident (Continued)

File No. - 3040

9/17/82

NEAR GLENNALLEN, AK

A/C Reg. No. N3771P

Time (Lc1) - 1500 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3172 9/21/82 NEAR KOTZEBUE,AK A/C Reg. No. N5331X Time (Lcl) - 1100 BDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	UNK/NR					
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				1	0	0
						1	0
							0

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

Make/Model	- CESSNA U206 G	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	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 090/020 KTS	Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Runway Surface	- N/A
Cloud Conditions(1st)	- 3000 FT OVERCAST	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE		
Obstructions to Vision	- UNK/NR		
Precipitation	- RAIN SHOWER		
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	- 4045	Last 24 Hrs	- 9
SE LAND,ME LAND	Months Since	- 3	Make/Model	- 440	Last 30 Days	- UNK/NR
	Aircraft Type	- C-207	Instrument	- UNK/NR	Last 90 Days	- 390
			Multi-Eng	- 550		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT ENGINE LOST POWER OVER WATER OF HOTHAM INLET ON AN AIR TAXI FLIGHT. DUE TO LOW ALTITUDE PILOT HAD TO DITCH THE AIRCRAFT. AIRCRAFT SANK ALMOST IMMEDIATELY. BECAUSE OF PILOT'S RADIO CALL TWO PASSENGERS WERE RESCUED.

Brief of Accident (Continued)

File No. - 3172

9/21/82

NEAR KOTZEBUE, AK

A/C Reg. No. N5331X

Time (Lc1) - 1100 BDT

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3079 10/04/82 FLAT,AK A/C Reg. No. N9049G Time (Lcl) - 0830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F-9
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - 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- 330/010 KTS
Visibility - 90.0 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
RED DEVIL,AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JULIAN CREEK
Runway Ident - 09
Runway Lth/Wid - 1200/ 25
Runway Surface - GRAVEL
Runway Status - SNOW - DRY

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

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

Age - 40
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 6000	Last 24 Hrs	- 13
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	105

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A FORCED LANDING SHORTLY AFTER TAKEOFF. HE STATED THAT THE AIRCRAFT LOST POWER, BUT NOTHING WAS FOUND TO SUBSTANTIATE THIS. THERE WAS SNOW ON THE SHORT RUNWAY. THE PILOT NEGLECTED TO TAKE A FUEL SAMPLE BEFORE TAKEOFF.

Brief of Accident (Continued)

File No. - 3079

10/04/82

FLAT, AK

A/C Reg. No. N9049G

Time (Lcl) - 0830 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

1. UNDETERMINED
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3081 12/13/82 GAMBELL, AK A/C Reg. No. N8225Y Time (Lcl) - 1230 BST

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

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

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TSIO360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- IMC	Airport Data	
Wind Dir/Speed	- 150/005 KTS	GAMBELL	
Visibility	- UNK/NR	Runway Ident	- 34
Cloud Conditions(1st)	- 700 FT	Runway Lth/Wid	- 4500/ 100
Cloud Conditions(2nd)	- UNK/NR	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- SNOW - COMPACTED
Precipitation	- SNOW		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3102	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 1	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 200	Last 90 Days - 200
		Multi-Eng - 300	

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON 12/12/82, THE AIRCRAFT DEPARTED ON A FLIGHT FROM SAVOONGA TO NOME, AK. AFTER DEPARTURE, THE PILOT NOTED A PROBLEM WITH THE LEFT ENGINE AND DIVERTED TO GAMBELL, AK. WHILE EN ROUTE TO GAMBELL, THERE WAS A GRADUAL LOSS OF OIL PRESSURE. AFTER LANDING, THE PILOT NOTICED THE OIL FILLER CAP WAS MISSING AND FOUND NO OIL INDICATION OF THE DIPSTICK. A MECHANIC ADDED 7 QTS OF OIL. AN OIL CAP FROM ANOTHER VEHICLE WAS PLACED ON THE OIL FILLER NECK AND SECURED WITH DUCT TAPE AND SAFETY WIRE. REPORTEDLY, THE ENGINE WAS OPERATIONALLY CHECKED AND NO DISCREPANCIES WERE NOTED. THE PILOT TOOK OFF AND TRIED TO FILE AN IFR FLIGHT PLAN, BUT ENCOUNTERED FREEZING RAIN. HE DECIDED TO RETURN TO GAMBELL, AND WHILE RETURNING NOTICED THE LEFT ENGINE OIL PRESSURE WAS DROPPING. AFTER THE LEFT ENGINE WAS SHUT DOWN, ICE BEGAN ACCUMULATING ON THE WINDSHIELD AND RIGHT WINDOWS. THE AIRCRAFT TOUCHED DOWN 25 DEG LEFT OF THE RUNWAY HEADING AND STRUCK A GRAVEL/SNOW BERM BESIDE THE RUNWAY. THE NO 1 CYLINDER HAD NO COMPRESSION, A HOLE WAS FOUND IN THE PISTON.

Brief of Accident (Continued)

File No. - 3081

12/13/82

GAMBELL,AK

A/C Reg. No. N8225Y

Time (Lc1) - 1230 BST

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

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,PARTIAL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - TEMPERATURE EXTREMES
7. WEATHER CONDITION - ICING CONDITIONS
8. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #3 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

9. PROPELLER FEATHERING - INITIATED - PILOT IN COMMAND
10. ANTI-ICE/DE-ICE SYSTEM,WINDSHIELD - INADEQUATE
11. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE

Occurrence #4 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,11

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. - 3080

12/21/82

NEAR PALMER, AK

A/C Reg. No. N4269N

Time (Lc1) - 1430 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

0

1

0

0

Pass

0

0

0

0

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

Make/Model - CESSNA 140

Landing Gear - SKI

Max Gross Wt - 1450

No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 90 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS

Method - RADIO

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

WASILLA, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ICE

Runway Status - DRY

ICE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

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 - 110

Make/Model- 40

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 12

Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKING OFF FROM A FROZEN LAKE, THE PILOT TURNED LEFT TO PARALLEL A FOG BANK OVER THE KNIK RIVER. HE STATED THAT WHILE CLIMBING, THE ENGINE DID NOT QUIT, BUT THE PROPELLER LOST THRUST, AND HE LOST CONTROL OF THE AIRCRAFT. HE STATED THAT HE HAD ROLL CONTROL, SOME RUDDER CONTROL, BUT HARDLY ANY ELEVATOR CONTROL. REPORTEDLY, THE AIRCRAFT IMPACTED IN A 15 DEG NOSE LOW ATTITUDE WHILE INDICATING 60 MPH. ALL OF THE FLIGHT CONTROLS FUNCTIONED NORMALLY WHEN CHECKED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3080

12/21/82

NEAR PALMER, AK

A/C Reg. No. N4269N

Time (Lcl) - 1430 AST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. MANEUVER - PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3043 12/21/82 ALEXANDER CREEK, AK A/C Reg. No. N742GF Time (Lcl) - 1600 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 90.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PETERS CREEK, AK
Destination
FIELD SITE ON RIVER, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 267	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON ROUGH, SNOW COVERED TERRAIN AND THE LANDING GEAR COLLAPSED. THIS AIRCRAFT HAD AN OUT OF DATE ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 3043

12/21/82

ALEXANDER CREEK, AK

A/C Reg. No. N742GF

Time (Lcl) - 1600 AST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. TERRAIN CONDITION - SNOW COVERED
 4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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. - 3018 12/30/82 DRIFT RIVER, AK A/C Reg. No. N44219 Time (Lc1) - 1100 AST

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

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

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

Make/Model - TAYLORCRAFT BC12-D1	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STERLING, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DRIFT RIVER, AK	Runway Ident - UNK/NR
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - SNOW
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - SNOW - CRUSTED
Cloud Conditions(2nd) - 7000 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 19	Make/Model- 220
	Aircraft Type - BC12-D	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS LANDING ON CRUSTY SNOW, THE LEFT SKI BROKE THROUGH THE CRUST AND HIT A LOG THAT WAS BURIED BENEATH THE SNOW. SUBSEQUENTLY, THE LEFT GEAR FAILED AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 3018

12/30/82

DRIFT RIVER, AK

A/C Reg. No. N44219

Time (Lc1) - 1100 AST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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) 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. - 3034

6/04/82

ALABASTER, AL

A/C Reg. No. N5443H

Time (Lcl) - 0820 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

Type of Operation -PERSONAL

DESTROYED

Flight Conducted Under -14 CFR 91

Fire

Accident Occurred During -MANEUVERING

ON GROUND

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

Make/Model - CESSNA 172M

Eng Make/Model - LYCOMING O-320-E2D

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 130/008 KTS

Visibility - .500 SM

Cloud Conditions(1st) - 1000 FT BROKEN

Cloud Conditions(2nd) - 2500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MOBILE, AL

Destination

BIRMINGHAM, AL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR Last 24 Hrs - UNK/NR

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

Instrument- UNK/NR Last 90 Days- UNK/NR

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 0755, THE PLT CONTACTED BIRMINGHAM APPROACH CONTROL & REPORTED 35 MI SOUTH AT 2,000 FT. HE WAS ADVISED OF THE BHM WX & THAT IT WAS IFR AT THE ARPT. THE PILOT STATED HE WOULD LIKE TO LAND AT ANOTHER ARPT & WAS GIVEN HIS APPROXIMATE POSITION TO THREE ARPTS. AT 0808 RADAR CONTACT WAS ESTABLISHED APPROXIMATELY 6 MI SW OF SHELBY COUNTY ARPT. THE PLT THEN ADVISED THAT HE WAS MANEUVERING VFR. AT 0811, THE PLT ADVISED HE WAS TURNING SOUTH TO FIND BETTER VFR WX. THE ACFT CRASHED ABOUT 7 MI WSW OF THE SHELBY COUNTY ARPT. THE CONTROLLER WORKING THE ACFT NOTIFIED THE TEAM SUPERVISOR OF LOSS OF RADIO & RADAR CONTACT, WHO THEN NOTIFIED THE DEPUTY CHIEF. AT 0845, THE TOWER CHIEF DIRECTED THAT PRELIMINARY ACCIDENT NOTIFICATION PROCEDURES NOT BE IMPLEMENTED. AT 1400, THREE PERSONNEL FROM THE BHM TOWER, INCLUDING THE CONTROLLER WHO WAS WORKING THE ACFT & HAD REQUESTED 2 HRS ANNUAL LEAVE TO ASSIST, INITIATED SEARCH ACTIONS ON THEIR OWN, & LOCATED THE WRECKAGE AT 1510.

Brief of Accident (Continued)

File No. - 3034

6/04/82

ALABASTER, AL

A/C Reg. No. N5443H

Time (Lc1) - 0820 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 6. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - ATC PERSONNEL(SUPERVISOR)
-

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

Finding(s)

7. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3052 7/14/82 BIRMINGHAM, AL A/C Reg. No. N98316 Time (Lcl) - 1513 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-28-140
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/NO
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

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

Wind Dir/Speed- 090/010 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - 15000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BIRMINGHAM MUNICIPAL

Runway Ident - 36

Runway Lth/Wid - 4855/ 150

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-in-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 273

Make/Model- 70

Instrument- 54

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 7

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE AIRCRAFT COLLIDED WITH RISING TERRAIN ABOUT 3/10 MILE NORTH OF RUNWAY 36. THE PILOT REPORTED THAT THE AIRSPEED DECAYED AND THE AIRCRAFT MUSHED INTO THE GROUND. NO PREIMPACT MALFUNCTION OR FAILURE WAS FOUND. THE TEMPERATURE AND DEW POINT WERE 81 AND 73 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING WOULD OCCUR AT GLIDE (IDLE) POWER. THE AIRCRAFT OPERATOR'S HANDBOOK STATED THAT CARBURETOR HEAT SHOULD BE CHECKED PRIOR TO TAKEOFF TO BE SURE THE CONTROL IS OPERATING PROPERLY AND TO CLEAR ANY ICE WHICH MAY HAVE FORMED DURING TAXIING. THE PILOT REPORTED THAT THE PREFLIGHT AND RUNUP INSPECTION WERE COMPLETED IN ACCORDANCE WITH THE PUBLISHED CHECKLIST.

Brief of Accident (Continued)

File No. - 3052

7/14/82

BIRMINGHAM,AL

A/C Reg. No. N98316

Time (Lc1) - 1513 CDT

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

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

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

Finding(s)

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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3064 2/06/82 GLENDALE, AZ A/C Reg. No. N5571N Time (Lcl) - 0950 MST

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

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

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

Make/Model - RAVEN S-55A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1435	Engine Type - N/A	Weather Radar - NO
No. of Seats - 2	Rated Power - N/A	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 225/008 KTS Visibility - 25.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point UNK/NR Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - VISUAL STRAIGHT-IN	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - DIRT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND FREE BALLOON Instrument Rating(s) - AIRPLANE	Age - 48 Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1905 Make/Model- 102 Instrument- 150 Multi-Eng - 21 Last 24 Hrs - 0 Last 30 Days- 10 Last 90 Days- 27 Rotorcraft - 1
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-----Narrative-----

THE BALLOON MADE A HARD LANDING ON ROCKY DESERT TERRAIN AND THE OCCUPANTS WERE THROWN OUT. THE BALLOON BECAME AIRBORNE WHILE UNOCCUPIED AND THE ENVELOPE COLLIDED WITH POWER LINES. THE WIND WAS REPORTED TO BE BLOWING AT 5 TO 8 KTS.

Brief of Accident (Continued)

File No. - 3064

2/06/82

GLENDAL, AZ

A/C Reg. No. N5571N

Time (Lc1) - 0950 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

Finding(s)

4. RELINQUISHING OF CONTROL - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3044

3/13/82

GLENDALE, AZ

A/C Reg. No. KC135

Time (Lc1) - 1051 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	4	0	0	0
Pass	0	0	0	0
Other	2	0	0	0

Type of Operation -MILITARY

Fire

Crew

Flight Conducted Under -

ON GROUND

Pass

Accident Occurred During -APPROACH

Other

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

Make/Model - BOEING KC-135A

Eng Make/Model - P & W J-57-P-59W

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 4

Stall Warning System - UNK/NR

Max Gross Wt - 297000

Engine Type - TURBOJET

Weather Radar - UNK/NR

No. of Seats - 6

Rated Power - 13750 LBS THRUST

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 120/005 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PHOENIX, AZ

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 - IFR

Type of Clearance - TOWER

Type Apch/Lndg - TACAN

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

Pilot-In-Command

Certificate(s)/Rating(s)

MILITARY

ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - KC-135

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3604

Make/Model- 370

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE USAF KC-135 WAS ON AN IFR FLT PLAN & EXECUTING A TACAN 3L APCH TO LUKE AFB. THE AA-1 HAD DEPARTED SKY HARBOUR ARPT & HAD BEEN RELEASED BY PHOENIX TRSA. THE AA-1 WAS HEADING WESTERLY IN AIRSPACE DESIGNATED AS A SPECIAL TRAFFIC AREA & WAS REQUIRED TO HAVE BEEN AT OR BELOW 2,000 FT MSL. A PLT OF ANOTHER ACFT WHO WAS TRAILING THE AA-1 STATED THAT A LOW BROKEN CLOUD COVER WAS ENCOUNTERED & HE HAD TO DESCEND TO ABOUT 2,000 FT TO REMAIN 500 FT BELOW THE BASES. HE STATED THE PLT OF THE AA-1 DID NOT DESCEND BUT APPEARED TO BE SKIMMING ALONG IN & OUT OF THE BASES OF THE CLOUDS. HE NOTICED THE KC-135 DESCENDING THROUGH THE CLOUD DECK FOLLOWED IMMEDIATELY BY THE COLLISION. THE COLLISION OCCURRED ABOUT 5 MI SOUTH OF LUKE AFB AT AN ALTITUDE OF 2,500 FT MSL. THE LOGBOOK OF THE AA-1 PLT INDICATES THIS WAS HIS FIRST TRIP TO THE PHOENIX AREA. LUKE AFB WAS DEPICTED ON THE NORTH SIDE OF THE SECTIONAL CHART ONLY. VOR AIRWAY #16 WAS SPLIT ALONG AN E-W LINE WITH THE NORTHERN & SOUTHERN HALVES BEING DEPICTED ON EACH SIDE OF THE CHART.

Brief of Accident (Continued)

File No. - 3044

3/13/82

GLENDAL, AZ

A/C Reg. No. KC135

Time (Lc1) - 1051 MST

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. VFR PROCEDURES - IMPROPER - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3044 3/13/82 GLENDALE, AZ A/C Reg. No. N6160L Time (Lc1) - 1051 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	IN FLIGHT	Pass 1	0	0	0
Accident Occurred During - CRUISE		Other 4	0	0	0

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

Make/Model - AMERICAN YANKEE AA-1	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	PHOENIX, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	LIVERMORE, CA	Runway Ident - N/A
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - TOWER	Runway Status - N/A
Cloud Conditions(2nd) - 4000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 598
SE LAND	Months Since - 4	Make/Model- 110
	Aircraft Type - AA-1	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 12
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE USAF KC-135 WAS ON AN IFR FLT PLAN & EXECUTING A TACAN 3L APCH TO LUKE AFB. THE AA-1 HAD DEPARTED SKY HARBOUR ARPT & HAD BEEN RELEASED BY PHOENIX TRSA. THE AA-1 WAS HEADING WESTERLY IN AIRSPACE DESIGNATED AS A SPECIAL TRAFFIC AREA & WAS REQUIRED TO HAVE BEEN AT OR BELOW 2,000 FT MSL. A PLT OF ANOTHER ACFT WHO WAS TRAILING THE AA-1 STATED THAT A LOW BROKEN CLOUD COVER WAS ENCOUNTERED & HE HAD TO DESCEND TO ABOUT 2,000 FT TO REMAIN 500 FT BELOW THE BASES. HE STATED THE PLT OF THE AA-1 DID NOT DESCEND BUT APPEARED TO BE SKIMMING ALONG IN & OUT OF THE BASES OF THE CLOUDS. HE NOTICED THE KC-135 DESCENDING THROUGH THE CLOUD DECK FOLLOWED IMMEDIATELY BY THE COLLISION. THE COLLISION OCCURRED ABOUT 5 MI SOUTH OF LUKE AFB AT AN ALTITUDE OF 2,500 FT MSL. THE LOGBOOK OF THE AA-1 PLT INDICATED THIS WAS HIS FIRST TRIP TO THE PHOENIX AREA. LUKE AFB WAS DEPICTED ON THE NORTH SIDE OF THE SECTIONAL CHART ONLY. VOR AIRWAY #16 WAS SPLIT ALONG AN E-W LINE WITH THE NORTHERN & SOUTHERN HALVES BEING DEPICTED ON EACH SIDE OF THE CHART.

Brief of Accident (Continued)

File No. - 3044

3/13/82

GLENDAL, AZ

A/C Reg. No. N6160L

Time (Lc1) - 1051 MST

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENROUTE CHARTS - INADEQUATE
 2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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. - 3002 4/17/82 NEAR TUCSON, AZ A/C Reg. No. N65937 Time (Lcl) - 1425 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 0	1	0	0
Accident Occurred During	-APPROACH		Pass 0	0	0	0

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

Make/Model	- SCHWEIZER SGS 1-126E	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- N/A	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/035 KTS</p> <p>Visibility - 40.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point RYAN AIRFIELD TUCSON, AZ</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>GLIDER</p> <p>Instrument Rating(s) - AIRPLANE</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 866</p> <p>Make/Model- 18</p> <p>Instrument- 23</p> <p>Multi-Eng - 235</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 76</p>
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-----Narrative-----

THE PILOT WAS ON A TRIANGULAR ROUND-ROBIN COURSE. ON THE THIRD LEG OF THE FLIGHT, HE ENCOUNTER UNFAVORABLE LIFT CONDITIONS AND ELECTED TO LAND ON A DIRT ROAD. HE STARTED A 270 DEG TURN TO FINAL APPROACH. REPORTEDLY, A STRONG, TURBULENT, WIND SHEAR CONDITION WAS ENCOUNTERED DURING THE TURN AND THE GLIDER ENTERED A SPIN. THE PILOT RECOVERED FROM THE SPIN, BUT WAS STILL RECOVERING FROM A DIVE WHEN THE AIRCRAFT IMPACTED THE GROUND. THE IMPACT ANGLE WAS ESTIMATED TO BE ABOUT 30 DEG.

Brief of Accident (Continued)

File No. - 3002

4/17/82

NEAR TUCSON, AZ

A/C Reg. No. N65937

Time (Lcl) - 1425 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. WEATHER CONDITION - WINDSHEAR
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3174 7/03/82 GRAND CANYON,AZ A/C Reg. No. N4778R Time (Lc1) - 1800 MST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor
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					None
					1
					4

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON C C-20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAND CANYON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 135/015 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5700
	Months Since - 3	Make/Model- 2460
HELICOPTER	Aircraft Type - B-206B	Instrument- 185
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 148
		Rotorcraft - 5700

Instrument Rating(s) - HELICOPTER

-----Narrative-----

PILOT LOST POWER DURING SIGHT-SEEING FLIGHT AND DECIDED TO MAKE A PRECAUTIONARY LANDING. HE ABORTED ONE LANDING DUE TO WIND AND WAS AT 50 AGL FOR 2ND ATTEMPT WHEN POWER DECREASED. DUE TO WIND AND LACK OF POWER THE AIRCRAFT MADE CONTACT WITH A TREE AND THE MAIN ROTOR HIT THE GROUND.

Brief of Accident (Continued)

File No. - 3174

7/03/82

GRAND CANYON,AZ

A/C Reg. No. N4778R

Time (Lc1) - 1800 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM 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

Finding(s)

2. WEATHER CONDITION - UNFAVORABLE WIND
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. WEATHER CONDITION - GUSTS
-

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

Finding(s)

5. TERRAIN CONDITION - DOWNHILL
 6. TERRAIN CONDITION - ROUGH/UNEVEN
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3087

7/08/82

PRESCOTT, AZ

A/C Reg. No. N68940

Time (Lc1) - 0805 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/003 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ERNEST A. LOVE
Runway Ident - 03
Runway Lth/Wid - 7618/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 28	Last 24 Hrs -	1
Make/Model-	28	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS SECOND SUPERVISED SOLO FLIGHT. DURING HIS FIRST LANDING ON THIS FLIGHT, THE AIRCRAFT TOUCHED DOWN ON THE NOSEWHEEL FIRST. IT THEN BEGAN TO PORPOISE. AS THE AIRCRAFT CONTINUED TO BOUNCE, THE NOSE GEAR COLLAPSED. ACCORDING TO THE STUDENT, HE HAD NOT BEEN TAUGHT HOW TO RECOVER FROM A BOUNCED LANDING.

Brief of Accident (Continued)

File No. - 3087

7/08/82

PRESCOTT, AZ

A/C Reg. No. N68940

Time (Lc1) - 0805 MST

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
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3106 7/09/82 AGUILA,AZ A/C Reg. No. N9708C Time (Lcl) - 1800 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
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 - PIPER PA28-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360F
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - 12000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FULLERTON,CA
Destination
AGUILA,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EAGLE ROOST AIRDROME
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 - 70
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1400
Make/Model- 600
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE OVERFLEW THE RWY TO CHECK THE WINDSOCK WHICH INDICATED A LANDING ON RWY 17. DURING THE APCH HE ENCOUNTERED SEVERE TURBULENCE, GUSTY & VARIABLE WINDS. NOTICING THAT THE WINDSOCK INDICATED A SEVERE X-WIND THE PLT EXECUTED A GO-AROUND & APPROACHED "RWY 26." DURING ROLL-OUT THE RIGHT WING STRUCK DITCHING EQUIPMENT ON THE RIGHT SIDE OF THE RWY & THE LEFT WING STRUCK A LARGE MOUND OF EXCAVATED EARTH ON THE LEFT SIDE OF THE RWY. AN E/W RWY IS NOT LISTED FOR THIS ARPT.

Brief of Accident (Continued)

File No. - 3106

7/09/82

AGUILA,AZ

A/C Reg. No. N9708C

Time (Lc1) - 1800 MDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - TURBULENCE
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3118 7/12/82 FLAGSTAFF, AZ A/C Reg. No. N2949M Time (Lc1) - 1745 MST

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

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

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

Make/Model	- PIPER PA-12	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	- 1750	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 125 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	PULLIAM
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 21
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 7000/ 150
Obstructions to Vision	Type of Clearance	- ASPHALT
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- VISUAL FULL CIRCUIT	- DRY

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

Pilot-In-Command	Age - 19	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 67	Last 24 Hrs - 1
SE LAND	Months Since - 22	Make/Model - 9	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD ON THE RIGHT MAIN LANDING GEAR CAUSING IT TO COLLAPSE. THE X-WIND COMPONENT WAS 60 DEG FROM THE RIGHT VARYING 12-19K.

Brief of Accident (Continued)

File No. - 3118

7/12/82

FLAGSTAFF, AZ

A/C Reg. No. N2949M

Time (Lcl) - 1745 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3105 7/21/82 CHANDLER, AZ A/C Reg. No. N6559 Time (Lcl) - 0131 MST

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI,ATP	Current - YES	Total - 8543
SE LAND,ME LAND	Months Since - 15	Make/Model- 1334
	Aircraft Type - UNK/NR	Instrument- 1086
		Multi-Eng - 3826
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE SPRAYING AT NIGHT & DURING THE FOURTH PASS UNDER POWER LINES CROSSING THE FIELD, THE ACFT CONTACTED THE WIRES. AFTER THE ACCIDENT THE FLAGGER AT THE FIELD INFORMED THE PLT THAT THE WIND WAS CAUSING THE WIRES TO WHIP UP & DOWN AT TIMES.

Brief of Accident (Continued)

File No. - 3105

7/21/82

CHANDLER,AZ

A/C Reg. No. N6559

Time (Lcl) - 0131 MST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. OBJECT - WIRE,TRANSMISSION
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3117 7/31/82 PHOENIX, AZ A/C Reg. No. N5688N Time (Lc1) - 0735 MST

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

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

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

Make/Model	- ENSTROM F28C	Eng Make/Model	- LYCOMING HIO-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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- 12000 FT BROKEN	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 - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3097	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 8	Make/Model - 36	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 183	Last 90 Days - 54
		Multi-Eng - 627	Rotorcraft - 1161

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER MADE A FORCED LANDING IN A COTTON FIELD AFTER TAIL ROTOR DRIVESHAFT FAILURE. EXAMINATION SHOWED A DUCTILE SHEAR OVERLOAD FAILURE. NO EVIDENCE OF FATIGUE WAS REPORTED.

Brief of Accident (Continued)

File No. - 3117

7/31/82

PHOENIX, AZ

A/C Reg. No. N5688N

Time (Lcl) - 0735 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3136 8/14/82 PINE SPRINGS,AZ A/C Reg. No. N5357J Time (Lcl) - 1230 MST

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

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

-----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	OFF AIRPORT/STRIP
Method - N/A	CHANDLER,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINDOW ROCK,AZ	Runway Ident - N/A
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 15000 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 - YES	Total - 52
SE LAND	Months Since - 6	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE LANDED AT WHAT HE THOUGHT WAS HIS DESTINATION ARPT. THE FIELD WAS SOFT & AN ATTEMPTED TAKEOFF WAS UNSUCCESSFUL. HE THEN TAXIED TO AN ADJACENT PAVED ROAD & A SECOND TAKEOFF WAS ATTEMPTED. THE MAIN LANDING GEAR WENT OFF THE SHOULDER & THE ACFT SPUN AROUND STRIKING AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 3136

8/14/82

PINE SPRINGS, AZ

A/C Reg. No. N5357J

Time (Lcl) - 1230 MST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - DIRT BANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3111 8/28/82 CHANDLER, AZ A/C Reg. No. N47930 Time (Lcl) - 1330 MST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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 - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	PHOENIX, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEMORIAL
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8577/ 300
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 26
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT DURING SOLO FLIGHT APPLIED RIGHT BRAKE TO CORRECT VEER AND AIRCRAFT VEERED RIGHT OFF RUNWAY. AIRCRAFT COLLIDED WITH BUSHES AND NOSED OVER ALONGSIDE RUNWAY. THE RIGHT BRAKE WAS LOCKED AFTER ACCIDENT.

Brief of Accident (Continued)

File No. - 3111

8/28/82

CHANDLER, AZ

A/C Reg. No. N47930

Time (Lc1) - 1330 MST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3084 8/30/82 COLORADO CITY, AZ A/C Reg. No. N2296Y Time (Lc1) - 1207 MST

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

Type Operating Certificate	OPERATING CERTIFICATE CORPORATE (14 CFR 125)	Aircraft Damage						
Type of Operation	-	SUBSTANTIAL		Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	Serious	Minor	None	
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	1	2

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20J	ELT Installed/Activated	- YES/YES
Landing Gear	- SKI/WHEEL	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	HURRICANE VALLEY, AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	KANAB, UT		Runway Ident	- N/A
Wind Dir/Speed	- 190/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 5970	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 2	Make/Model - 675	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 233	Last 90 Days - 190
		Multi-Eng - 49	Rotorcraft - 5560

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT WAS DEMONSTRATING AN AUTOROTATION TO A COMPANY OFFICAL. DURING THE FLARE, WHEN POWER WAS APPLIED, THE ENGINE DID NOT RESPOND AND A HARD LANDING WAS MADE. THE BENDIX FUEL CONTROL WAS FOUND TO BE OUT OF LIMITS AT CERTAIN TEST POINTS.

Brief of Accident (Continued)

File No. - 3084

8/30/82

COLORADO CITY, AZ

A/C Reg. No. N2296Y

Time (Lcl) - 1207 MST

Occurrence #1 FORCED LANDING
Phase of Operation LANDING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. UNDETERMINED
 3. FUEL SYSTEM, FUEL CONTROL - INCORRECT
-

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

Finding(s)

4. AUTOROTATION - IMPROPER - PILOT IN COMMAND
 5. FLARE - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3083 8/30/82 CASA GRANDE,AZ A/C Reg. No. N1562M Time (Lcl) - 2030 MST

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

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

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

Make/Model	- CESSNA 188	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 3300	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO	
No. of Seats	- 1	Rated Power	- 300 HP			

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 045/002 KTS	PRIVATE STRIP	
Visibility	- 20.0 SM	Runway Ident	- 18
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 2300 -UNK/NR
Cloud Conditions(2nd)	- UNK/NR	Runway Surface	- GRASS/TURF
Obstructions to Vision	- NONE	Runway Status	- HIGH VEGETATION
Precipitation	- NONE		SOFT
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 17000
SE LAND,ME LAND	Months Since - 24	Make/Model	- 1200
	Aircraft Type - UNK/NR	Instrument	- 2020
		Multi-Eng	- 4000
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INITIATED HIS TAKEOFF WITH A LIGHT QUARTERING TAIL WIND FROM A 2300 FT RUNWAY THAT WAS COVERED WITH TALL GRASS. THE TEMPERATURE AND ELEVATION WERE 95 DEG AND ABOUT 1500 FT, RESPECTIVELY. HE REPORTED THAT THE PLANE ACCELERATED SLOWLY, BUT WAS ABOUT NORMAL FOR THE MAKE AND MODEL. HE STATED THAT AFTER BECOMING AIRBORNE AT THE END OF THE RUNWAY, THE PLANE CLIMBED OUT OF GROUND EFFECT, THEN BEGAN TO SETTLE. REPORTEDLY, HE HIT THE DUMP HANDLE WHEN A STALL BECAME IMMINENT, BUT THE GATE STUCK SHUT AND DID NOT OPEN UNTIL AFTER THE PLANE MUSHED INTO A COTTON FIELD. THE PLANE WAS DAMAGED AFTER IT STRUCK THE GROUND AND RAN THROUGH ABOUT 500 FT OF COTTON.

Brief of Accident (Continued)

File No. - 3083

8/30/82

CASA GRANDE, AZ

A/C Reg. No. N1562M

Time (Lcl) - 2030 MST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. SPRAY/DUSTING EQUIPMENT - MOVEMENT RESTRICTED
6. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
9. TERRAIN CONDITION - CROP

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3098 9/18/82 PRESCOTT, AZ A/C Reg. No. N7675C Time (Lcl) - 1935 MST

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	NEEDLES, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PRESCOTT, AZ	ERNEST A. LOVE
Wind Dir/Speed- 210/009 KTS		Runway Ident - UNK/NR
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 15000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 87
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE PLANNED A FUEL STOP AT NEEDLES, CA, BUT WAS UNAWARE THAT SERVICES WERE NOT AVAILABLE UNTIL AFTER ARRIVAL. HE DEPARTED NEEDLES WITH LOW FUEL IN BOTH TANKS AND ATTEMPTED TO REACH PRESCOTT, AZ BEFORE DARK. HOWEVER, DARKNESS OCCURRED BEFORE ARRIVAL. AFTER HE SPOTTED THE AIRPORT, HE ESTABLISHED A LANDING APPROACH. HE REPORTED THAT DURING THE APPROACH, HE SUDDENLY REALIZED THAT HE WAS BELOW THE ALTITUDE OF THE BEACON AND EXPERIENCED AN IMPACT.

Brief of Accident (Continued)

File No. - 3098

9/18/82

PRESCOTT,AZ

A/C Reg. No. N7675C

Time (Lc1) - 1935 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - LOW LEVEL
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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. - 3127 9/23/82 COTTONWOOD,AZ A/C Reg. No. N3556V Time (Lcl) - 1341 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 - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PHOENIX,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COTTONWOOD,AZ	COTTONWOOD
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4250/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 276
SE LAND,ME LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OVERSHOT HIS APPROACH & ADDED FULL POWER FOR A GO-AROUND. THE FLAPS WERE NOT RETRACTED & THE ACFT STALLED.

Brief of Accident (Continued)

File No. - 3127

9/23/82

COTTONWOOD, AZ

A/C Reg. No. N3556V

Time (Lc1) - 1341 MST

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3097 10/26/82 COOLIDGE, AZ A/C Reg. No. N66280 Time (Lcl) - 1415 MST

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-985-AN14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SARITA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 8000 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- DUST		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1912
SE LAND	Months Since - 7	Make/Model- 847
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - 15
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE FLEW INTO A DUST DEVIL WHILE IN A DOWNWIND, PROCEDURE TURN AND THE AIRCRAFT STALLED. REPORTEDLY, HE DUMPED HIS LOAD AND APPLIED FULL POWER, BUT HE WAS ABLE TO RECOVER BEFORE THE PLANE HIT THE GROUND, LEFT WING FIRST. THE PILOT REPORTED THE WIND WAS GUSTING TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 3097

10/26/82

COOLIDGE, AZ

A/C Reg. No. N6628Q

Time (Lc1) - 1415 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

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

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

5. - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3051 11/24/82 WILLIAMS,AZ A/C Reg. No. N14748 Time (Lcl) - 1900 MST

-----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	Crew Pass	3	0	0
Accident Occurred During -CRUISE					

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

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KINGMAN,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FLAGSTAFF,AZ	
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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 - FREEZING DRIZZLE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 546
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ORIGINAL DEPARTURE POINT WAS CAMARILLO, CA. BEFORE DEPARTING CAMARILLO, THE PILOT OBTAINED A WEATHER BRIEFING FOR A FLIGHT TO FLAGSTAFF, AZ. AT ABOUT THAT TIME, THE FLAGSTAFF WEATHER WAS, IN PART: ZERO CEILING, 1/16 MI VISIBILITY. THE PILOT WAS WARNED OF OCCASIONAL LIGHT RIME ICING ABOVE THE FREEZING LEVEL IN CALIFORNIA AND MARGINAL VFR CONDITIONS BEYOND THE CALIFORNIA BORDER. THE PILOT DEPARTED CAMARILLO AT ABOUT 1600 MST AND MADE A REFUELING STOP AT KINGMAN, AZ. BEFORE DEPARTING KINGMAN, HE REPORTED THAT HE WOULD BE FOLLOWING THE HIGHWAY. SUBSEQUENTLY, THE PLANE COLLIDED WITH HIGH TERRAIN AT NIGHT AT AN ELEVATION OF 7000 FT, JUST NORTH OF U.S. HIGHWAY 140, WHILE ON A WESTERLY HEADING. ACCORDING TO AN NTSB REPORT, THE CLOUD LEVEL WOULD HAVE BEEN AT ABOUT 5000 TO 6000 FT IN THAT VICINITY AND THE FREEZING LEVEL WOULD HAVE BEEN AT 7000 FT. MIXED ICING CONDITIONS WERE PROBABLE FROM 7000 TO 16000 FT MSL.

Brief of Accident (Continued)

File No. - 3051

11/24/82

WILLIAMS,AZ

A/C Reg. No. N14748

Time (Lcl) - 1900 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - CLOUDS
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. WEATHER CONDITION - ICING CONDITIONS
 5. WEATHER CONDITION - HIGH WIND
 6. WEATHER CONDITION - RAIN
 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - RISING
-

-----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. - 3094 12/06/82 DATELAND,AZ A/C Reg. No. N55299 Time (Lcl) - 1530 MST

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2220	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 AIRSTRIP
Method - N/A	MESA,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DATELAND,AZ	PRIVATE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 75
SE LAND	Months Since - 3	Make/Model- 13
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE PILOT WAS USING THE RIGHT SIDE OF A PRIVATE STRIP TO AVOID AN AREA OF MUD. AT LIFT-OFF SPEED, THE RIGHT WING TIP STRUCK A POWER POLE NEAR THE RIGHT SIDE OF THE RUNWAY AND VEERED TOWARD AN IRRIGATION DITCH. THE PILOT WAS ABLE TO CLEAR OVER THE DITCH, THEN REDUCED THE POWER BEFORE THE PLANE TOUCHED DOWN IN A PLOWED FIELD. REPORTEDLY, THE PLANE NOSED OVER DURING THE ABORTED TAKEOFF.

Brief of Accident (Continued)

File No. - 3094

12/06/82

DATLAND, AZ

A/C Reg. No. N55299

Time (Lcl) - 1530 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
2. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
3. OBJECT - UTILITY POLE
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3092 12/08/82 PHOENIX,AZ A/C Reg. No. N3001F Time (Lcl) - 1000 MST

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

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

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

Make/Model - BELL TH-13T	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 270 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT OVERCAST	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
	Months Since - 17	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 30
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - 700
Instrument Rating(s) - NONE		

-----Narrative-----

AFTER A PRACTICE SPRAY TURN, THE HELICOPTER COLLIDED WITH THE GROUND DURING RECOVERY FROM A DESCENT BACK INTO THE FIELD. NO DISCREPANCIES WERE REPORTED WITH THE AIRFRAME, ENGINE OR WEATHER CONDITIONS. THE PILOT WAS QUOTED AS SAYING HE REFRAINED FROM PULLING ENOUGH POWER TO STOP THE DESCENT BECAUSE HE DIDN'T WANT TO OVERBOOST THE ENGINE.

Brief of Accident (Continued)

File No. - 3092

12/08/82

PHOENIX, AZ

A/C Reg. No. N3001F

Time (Lc1) - 1000 MST

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

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3023 12/25/82 GILA BEND,AZ A/C Reg. No. N8130E Time (Lcl) - 1240 MST

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

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

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

Make/Model - MOONEY M20A	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO,CA	GILA BEND
Wind Dir/Speed- 050/016 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3800/ 75
Cloud Conditions(1st) - 22000 FT UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 125
SE LAND	Months Since - UNK/NR	Make/Model- 11
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR.

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT LANDED AT GILA BEND WITH A GENERATOR PROBLEM. WHILE ON THE GROUND FOR APPROXIMATELY 2 HRS, THE PLT FLASHED THE GENERATOR FIELD & WAS ABLE TO OBTAIN A POSITIVE AMMETER READING. HE THEN TOOK OFF DOWNWIND & CRASHED IMMEDIATELY AFTER TAKEOFF. THE PLT WAS UNAWARE HE WAS TAKING OFF DOWNWIND.

Brief of Accident (Continued)

File No. - 3023

12/25/82

GILA BEND, AZ

A/C Reg. No. N8130E

Time (Lc1) - 1240 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3123 12/31/82 PRESCOTT,AZ A/C Reg. No. N477BL Time (Lcl) - 1140 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 - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360-EB1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max. Gross Wt - 4750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point SANTA MONICA,CA	
Method - TELEPHONE	Destination PRESCOTT,AZ	Airport Data
Completeness - UNK/NR		ERNEST A. LOVE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 03
Wind Dir/Speed- 310/007 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 7618/ 150
Visibility - 40.0 SM	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(1st) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - SNOW - WET SLUSH
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 920
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 413
		Last 30 Days- UNK/NR
		Instrument- 172
		Last 90 Days- 22
		Multi-Eng - 424

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED DURING THE LANDING ROLL. ON-SCENE EXAMINATION REVEALED THAT THE RIGHT MAIN GEAR WAS DOWN & LOCKED, BUT A MATERIAL FAILURE IN THE TRUNNION ALLOWED THE GEAR TO ROTATE OUT & CLOCKWISE LEADING TO COLLAPSE. A SIMILARLY LOCATED CRACK HAD BEEN DISCOVERED ON THE LEFT MAIN GEAR ASSEMBLY 67 FLIGHT-HOURS BEFORE THE ACCIDENT. INSPECTION OF THE RIGHT GEAR ASSEMBLY AT THAT TIME REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 3123

12/31/82

PRESCOTT,AZ

A/C Reg. No. N477BL

Time (Lc1) - 1140 MST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3122 12/31/82 SEDONA, AZ A/C Reg. No. N5262U Time (Lc1) - 2005 MST

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHANDLER, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SEDONA, AZ	SEDONA
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5100/ .75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 348
SE LAND	Months Since - 8	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 40
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE, THE PLT NOTICED THAT HE HAD LOST HIS AIRSPEED INDICATION. OBSERVING THE PITOT HEAD ON THE WING WITH A FLASHLIGHT, HE STATED THAT THE FLIP-UP COVER WAS DOWN, COVERING THE RAM TUBE. UNABLE TO MAINTAIN PROPER AIRSPEED, THE PLT INADVERTENTLY ACHIEVED AN EXCESSIVE RATE OF SINK, IMPACTING A STEEP SLOPE AT THE APPROACH END OF THE RWY.

Brief of Accident (Continued)

File No. - 3122

12/31/82

SEDONA,AZ

A/C Reg. No. N5262U

Time (Lc1) - 2005 MST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
2. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
3. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - INOPERATIVE
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

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

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. - 3026 2/08/82 SANTA YSABEL, CA A/C Reg. No. N733ZR Time (Lcl) - 1448 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 - 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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CARLSBAD, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ALBUQUERQUE, NM	
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 32
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG WX BRIEFINGS AT 1024 & 1247 THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED DUE TO LOW CEILINGS & ICING CONDITIONS. AT ABOUT 1418 THE ACFT DEPARTED. AT 1439 THE PLT CONTACTED FLIGHT WATCH (FW) & REPORTED PICKING UP LEADING EDGE ICE 6.4 MI EAST OF THE JULIAN VOR. AT 1443 THE PLT REQUESTED A HEADING BACK TO PALOMAR. FW ADVISED THE PLT THAT FW DOES NOT HAVE DF STEER CAPABILITY & TO CONTACT SAN DIEGO RADIO. THIS TRANSMISSION WAS NOT ACKNOWLEDGED & THERE WERE NO FURTHER COMMUNICATIONS. THE CRASH SITE ELEVATION WAS ABOUT 3,500 FT MSL. THE 1456 SURFACE WX OBSERVATION AT GILLESPIE FLD, EL CAJON, CA, LOCATED ABOUT 25 NM SW OF THE ACCIDENT SITE REPORTED A BROKEN CLOUD CEILING EQUATING TO 1,885 FT MSL. THE PLT'S FIANCE STATED THAT THE PLT WAS ANXIOUS TO RETURN TO ALBUQUERQUE TO CLEAR UP HIS BUSINESS AFFAIRS & RETURN FOR THEIR PENDING MARRIAGE.

Brief of Accident (Continued)

File No. - 3026

2/08/82

SANTA YSABEL, CA

A/C Reg. No. N733ZR

Time (Lcl) - 1448 PST

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

Finding(s)

1. WEATHER CONDITION - RAIN
 2. WEATHER CONDITION - LOW CEILING
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3120 2/09/82 HICKMAN,CA A/C Reg. No. N2562K Time (Lc1) - 1830 PST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	RIVERBANK,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OAKDALE,CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 12000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 79
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 63
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LANDED AT TURLOCK MUNI ARPT FROM A SOLO X-COUNTRY FLT FROM OAKLAND. AFTER ENCOUNTERING DIFFICULTY IN STARTING THE ENGINE, THE PLT DEPARTED TURLOCK FOR OAKDALE. ABOUT 3-5 MIN LATER THE ENGINE SOUNDED "BADLY" & THE PLT MADE A PRECAUTIONARY LANDING AT HAWKE PRIVATE DUSTER STRIP. AFTER CHECKING OUT THE ENGINE, THE PLT DEPARTED HAWKE. THE PLT AGAIN ENCOUNTERED THE ENGINE PROBLEM & DECIDED TO RETURN TO HAWKE ARPT. HE THEN COULD NOT FIND THE ARPT & LANDED IN A DRY LAKE BED WITHIN 300 YARDS OF THE ARPT. THE PLT REPORTED THAT THERE WAS NO LOSS OF RPM.

Brief of Accident (Continued)

File No. - 3120

2/09/82

HICKMAN,CA

A/C Reg. No. N2562K

Time (Lcl) - 1830 PST

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3042 2/10/82 TWENTYNINE PALMS,CA -A/C Reg. No. N200WJ Time (Lc1) - 1653 PST

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

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

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

Make/Model - BEECH 95-C55	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	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 - RADIO	SAFFORD,AZ	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	TWENTYNINE PALMS,CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 41	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1589
SE LAND	Months Since - UNK/NR	Make/Model- 326
	Aircraft Type - UNK/NR	Instrument- 35
		Multi-Eng - 326
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 1605, THE FLT CALLED BLYTHE FSS STATING HE WAS 25 MI EAST FOR LANDING. WHEN HE HEARD THAT HIS BUSINESS ASSOCIATES IN ANOTHER ACFT WERE PREPARING TO DEPART BLYTHE FOR TWENTYNINE PALMS, THE PLT CANCELLED HIS LANDING INTENTIONS & STATED THAT THEY WILL BE GOING ON TO TWENTYNINE PALMS ALSO. THE PLTS IN THE OTHER ACFT WERE ON AN IFR FLT PLAN & STATED THAT BECAUSE OF SOLID INSTRUMENT FLIGHT CONDITIONS THEY DID NOT HAVE AN OPPORTUNITY TO LEAVE THE ATC FREQ TO COMMUNICATE WITH N200WJ. THE ACFT CRASHED IN DESERT TERRAIN 32 MI EAST OF TWENTYNINE PALMS. A WITNESS STATED THAT VISIBILITY AT THE ACCIDENT SITE AT 1630 WAS LESS THAN 1/4 MI WITH MODERATE RAIN. THE PLT DID NOT HAVE A MULTI-ENGINE OR INSTRUMENT RATING, AND HIS CLASS II MEDICAL CERTIFICATE HAD EXPIRED. THE PAX HAD UNDERGONE DOUBLE BYPASS SURGERY IN 1975 FOR SEVERE OCCLUSIVE CORONARY DISEASE. THE AUTOPSY INDICATED THAT THE BYPASS VESSEL HAD A FRESHLY PROPAGATING CLOT, TOTALLY OCCLUDING THE LUMEN.

Brief of Accident (Continued)

File No. - 3042

2/10/82

TWENTYNINE PALMS, CA

A/C Reg. No. N200WJ

Time (Lc1) - 1653 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - RAIN
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Finding(s)

5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3074 2/13/82 NEAR SONOMA, CA A/C Reg. No. N8455Y Time (Lcl) - 1645 PST

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

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

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

Make/Model - PIPER PA-34	Eng Make/Model - CONTINENTAL TSIO-360-KB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GRASS VALLEY, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAN RAFAEL, CA	
Wind Dir/Speed- 100/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	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) - UNK/NR		

-----Narrative-----

THE PILOT PROCEEDED VFR TOWARD A PRIVATE STRIP AFTER AN INSTRUMENT APPROACH TO NAPA COUNTY AIRPORT. THE VISIBILITY WAS NOT GOOD AND THE AIRCRAFT COLLIDED WITH A HILLSIDE WHILE EN ROUTE. ABOUT 5 MI NORTH, THE WEATHER AT THE NAPA COUNTY AIRPORT WAS 500 FT OVERCAST, 1.5 MI VISIBILITY WITH FOG AND RAIN, WIND 100 DEG AT 6 KTS.

Brief of Accident (Continued)

File No. - 3074

2/13/82

NEAR SONOMA, CA

A/C Reg. No. N8455Y

Time (Lc1) - 1645 PST

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - RAIN
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - RISING
-

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

Finding(s)

8. 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) 1,2,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3151 5/08/82 BURBANK, CA A/C Reg. No. N8007J Time (Lcl) - 0616 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0
Other	1	0	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-KIU5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 2700 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 - IMC
Wind Dir/Speed- 090/004 KTS
Visibility - 1.250 SM
Cloud Conditions(1st) - 500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FARMINGTON, NV

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BURBANK
Runway Ident - 15
Runway Lth/Wid - 6920/ 150
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 17000
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 AIRCRAFT DEPARTED INTO IFR CONDITIONS WITH A NON-INSTRUMENT RATED PILOT IN THE LEFT FRONT SEAT AND HIS WIFE, AN INSTRUMENT RATED PILOT, IN THE RIGHT FRONT SEAT. AFTER THE PILOT REPORTED CLIMBING THROUGH 2800 FT MSL, THE RADAR CONTROLLER OBSERVED THAT THE AIRCRAFT DEVIATED FROM THE COURSE AND BEGAN TO LOSE ALTITUDE. HE ATTEMPTED TO COMMUNICATE WITH THE PILOT, BUT WAS UNABLE. WITNESSES OBSERVED THE AIRCRAFT MANEUVER IN AND OUT OF THE OVERCAST. TWO WITNESSES WATCHED IT CHANGE COURSE TO THE RIGHT FROM SOUTHEAST TO NORTHWEST, PULL UP INTO THE OVERCAST, THEN DIVE OUT OF THE CLOUDS IN A NEAR VERTICAL ATTITUDE AND CRASH. DURING AN EXAMINATION OF THE WRECKAGE, NO PREIMPACT, MECHANICAL FAILURES WERE FOUND. THE AIRCRAFT WAS DESIGNED TO BE FLOWN IN INSTRUMENT CONDITIONS FROM ONLY THE LEFT FRONT SEAT.

Brief of Accident (Continued)

File No. - 3151

5/08/82

BURBANK,CA

A/C Reg. No. N8007J

Time (Lc1) - 0616 PDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3014 5/08/82 UPPER LAKE, CA A/C Reg. No. N8313E Time (Lc1) - 1138 PDT

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

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

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

Make/Model - CESSNA 172	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	CONCORD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UPPER LAKE, CA	GRAVELLY VALLEY
Wind Dir/Speed- 340/025 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 237
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 167
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 32
		Instrument- 4
		Last 30 Days- 5
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT ROLLING RIGHT & LEFT DURING THE FINAL APPROACH. THE ACFT DRIFTED TO THE RIGHT & POWER WAS APPLIED PRIOR TO THE COLLISION WITH THE TREES. NW WINDS IN EXCESS OF 25K PREVAILED. A CFI WITNESS STATED THAT IT APPEARED THE PLT WAS NOT CORRECTING FOR DRIFT PROPERLY. A PLT WHO WAS CIRCLING THE ARPT AT THE TIME OF THE ACCIDENT REPORTED THAT THE ACFT BANKED SHARPLY TO THE RIGHT PRIOR TO STRIKING THE TREES. HE FURTHER STATED THAT DURING HIS LANDING ATTEMPT THE WINDS WERE SUCH THAT HE COULD NOT NEGOTIATE A LANDING.

Brief of Accident (Continued)

File No. - 3014

5/08/82

UPPER LAKE, CA

A/C Reg. No. N8313E

Time (Lcl) - 1138 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
7. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
8. OBJECT - TREE(S)
9. GO-AROUND - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3119 5/21/82 SANTA MARIA,CA A/C Reg. No. N130V Time (Lcl) - 1000 PDT

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

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

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

Make/Model	- BELL 47G2	Eng Make/Model	- LYCOMING VO-435	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 315/002 KTS	ATC/Airspace
Visibility	- 25.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 3000 FT SCATTERED	- NONE
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 2000	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
			Rotorcraft - 4000
Instrument Rating(s)	- AIRPLANE		

-----Narrative-----

THE HELICOPTER CONTACTED THE PLATFORM WITH A LANDING SKID AND ROLLED OVER DURING AN ATTEMPTED TAKEOFF. AS THE HELICOPTER LIFTED OFF OF A TRUCK MOUNTED PLATFORM A SKID BECAME FOULED BY THE TRUCK AND A DYNAMIC ROLL-OVER OCCURRED.

Brief of Accident (Continued)

File No. - 3119

5/21/82

SANTA MARIA, CA

A/C Reg. No. N130V

Time (Lcl) - 1000 PDT

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3109 5/27/82 FRESNO,CA A/C Reg. No. N5954A Time (Lcl) - 2100 PDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SIERRA SKY PARK
Wind Dir/Speed- 310/011 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 400
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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1331
SE LAND	Months Since - 2	Make/Model- 217
	Aircraft Type - UNK/NR	Instrument- 150
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD, BOUNCED, VEERED LEFT & COLLIDED WITH A PARKED ACFT. THE CFI RECOGNIZED THAT THE APPROACH SPEED WAS TOO SLOW & WAITED TOO LONG BEFORE TAKING OVER. A DELIBERATE TURN WAS MADE TO AVOID RESIDENCES.

Brief of Accident (Continued)

File No. - 3109

5/27/82

FRESNO,CA

A/C Reg. No. N5954A

Time (Lcl) - 2100 PDT

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

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. GROUND LOOP/SWERVE - NOT IDENTIFIED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3072 5/29/82 LODI, CA A/C Reg. No. N87842 Time (Lcl) - 0820 PDT

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

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

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

Make/Model - KAMAN K600-3	Eng Make/Model - LYCOMING T53-L9	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 9150	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 10	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SCK, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BONNERS FERRY, ID	KINGDON AIRPORT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4900
SE LAND, ME LAND	Months Since - 12	Make/Model- 547
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 70
		Multi-Eng - 13
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - 4600

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER STARTED VIBRATING IN FLIGHT, AND WHEN THE PILOT WAS UNABLE TO CONTROL THE AIRCRAFT FOR A NORMAL APPROACH TO THE AIRPORT, HE ELECTED TO LAND IN A CORNFIELD. THE AIRCRAFT ROLLED TO THE RIGHT AT TOUCHDOWN. THE RIGHT BLADE FLAP ASSEMBLY HAD SEPARATED IN FLIGHT AND COULD NOT BE FOUND.

Brief of Accident (Continued)

File No. - 3072

5/29/82

LODI, CA

A/C Reg. No. N87842

Time (Lc1) - 0820 PDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL - FAILURE, TOTAL
 2. ROTORCRAFT FLIGHT CONTROL - SEPARATION
 3. ROTOR SYSTEM - VIBRATION
-

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

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3150 6/11/82 CATALINA ISLAND, CA A/C Reg. No. N8601M Time (Lcl) - UNK/NR

-----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 2	0	0	0
Accident Occurred During	-UNKNOWN	UNK/NR	Pass 0	0	0	0

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

Make/Model - WING D-1	Eng Make/Model - LYCOMING IO-320-B1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3050	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 2	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 - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - NONE</p> <p>Condition of Light - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point TORRANCE, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>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>Age - 58</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 - 20000</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 51</p> <p>Last 90 Days- 215</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED TORRANCE AT 1259 PDT & VFR CONDITIONS EXISTED AT THE TIME. WHEN THE FLT DID NOT RETURN A SEARCH WAS INITIATED. THE SEARCH WAS TERMINATED AFTER 4 DAYS. FRIENDS & RELATIVES SPECULATED THIS MAY HAVE BEEN A DUAL INSTRUCTION FLT IN PREPARATION FOR A MULTI-ENG RATING. A RADAR TRACK ANALYSIS PROGRAM DEPICTED THE PATH OF THE FLT DEPARTING TORRANCE, PERFORMING MANEUVERS & DISAPPEARING FROM RADAR ABOUT 6 MI EAST OF CATALINA ISLAND. ACFT DAMAGE & INJURIES ARE PRESUMED.

Brief of Accident (Continued)

File No. - 3150

6/11/82

CATALINA ISLAND, CA

A/C Reg. No. N8601M

Time (Lcl) - UNK/NR

Occurrence UNDETERMINED
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3075 6/20/82 GRANADA HILLS, CA A/C Reg. No. N738GF Time (Lcl) - 2240 PDT

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

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

-----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	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 150/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 900 FT</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">TURLOCK, CA</p> <p>Destination</p> <p style="padding-left: 20px;">VANNUYS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Make/Model- 0
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED VAN NUYS, CA AT ABOUT 1530 PDT ON A ROUND-ROBIN, CROSS-COUNTRY FLIGHT TO TURLOCK, CA. IT WAS A COMBINATION PERSONAL AND TRAINING FLIGHT. HIS INSTRUCTOR PILOT (CFI) HAD VERBALLY APPROVED THE FLIGHT, BUT DID NOT ENDORSE THE STUDENT'S LOGBOOK. THE STUDENT ARRIVED AT TURLOCK AT ABOUT 1830 PDT. AFTER REFUELING THE PLANE AND HAVING DINNER WITH SOME FRIENDS, HE DEPARTED ON THE RETURN FLIGHT AT ABOUT 2000 PDT. AFTER PASSING NEWHALL PASS, ABOUT 15 MI NORTH OF VAN NUYS AIRPORT, HE OBSERVED AN OVERCAST CLOUD CONDITION; HOWEVER, HE COULD SEE THE VALLEY LIGHTS THROUGH THE OVERCAST. HE RADIOED BURBANK APPROACH CONTROL FOR ASSISTANCE. HE STATED HE WAS NOT SURE OF HIS POSITION. BURBANK WAS UNABLE TO RADAR IDENTIFY THE PLANE AT LOW ALTITUDE. THE STUDENT DID NOT ATTEMPT TO PROCEED TO AN ALTERNATE WHERE VFR CONDITIONS EXISTED (AS PREVIOUSLY INSTRUCTED BY HIS CFI). HE TRIED CONTINUING THRU THE OVERCAST AND SUBSEQUENTLY CRASHED ON A 20 DEG RISING SLOPE ON A WESTERLY HEADING, IN ABOUT A 15 DEG NOSE UP ATTITUDE.

Brief of Accident (Continued)

File No. - 3075

6/20/82

GRANADA HILLS, CA

A/C Reg. No. N738GF

Time (Lcl) - 2240 PDT

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

Finding(s)

1. CLIMB - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - CLOUDS
5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. BECAME LOST/DISORIENTED - INADEQUATE - PILOT IN COMMAND
8. ABORT ABOVE V1 - NOT POSSIBLE - ATC PERSONNEL(DEP/APCH)
9. CLIMB - DELAYED - PILOT IN COMMAND
10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. TERRAIN CONDITION - RISING

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3062 6/23/82 DARDANELLE, CA A/C Reg. No. N6456 Time (Lcl) - 0126 PDT

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

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

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

Make/Model - AEROSPATIALE SA-316B	Eng Make/Model - TURBOMECA ARTOUSIE IIIB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4850	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 3	Rated Power - 850 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MODESTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DARDANELLE, CA	Runway Ident - N/A
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 13795
SE LAND, ME LAND	Months Since - 2	Make/Model- 5600
HELICOPTER	Aircraft Type - SA 315B	Instrument- 240
		Multi-Eng - 2942
		Last 24 Hrs - 2
		Last 30 Days- 30
		Last 90 Days- UNK/NR
		Rotorcraft - 12806

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT TOOK OFF FROM MODESTO, CA ON A MEDIVAC FLIGHT TO PICK UP A VICTIM THAT WAS INJURED IN AN AUTOMOBILE ACCIDENT. A NURSE AND A MEDICAL TECHNICIAN WERE ON BOARD. SPOTLIGHTS ON VEHICLES WERE USED TO ILLUMINATE THE LANDING AREA AS WELL AS HIGH SURROUNDING TREES. AFTER CIRCLING ABOUT 3 TIMES, THE HELICOPTER STRUCK A TREE ABOUT 134 FT AGL WHILE IN A DESCENDING LEFT TURN. THE MAIN ROTOR BLADES REMAIN LODGE IN THE TREE AND THE HELICOPTER CAME TO REST ABOUT 30 FT FROM THE TREE.

Brief of Accident (Continued)

File No. - 3062

6/23/82

DARDANELLE,CA

A/C Reg. No. N6456

Time (Lc1) - 0126 PDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. OBJECT - TREE(S)
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

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. - 3068

7/01/82

STOCKTON, CA

A/C Reg. No. N86689

Time (Lcl) - 0800 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -LANDING

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

Make/Model - HILLER UH-12L3

Landing Gear - SKID

Max Gross Wt - 3100

No. of Seats - 2

Eng Make/Model - LYCOMING TIVO-540-A2A

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 310 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- 345/004 KTS

Visibility - UNK/NR

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

GLIDER

Age - 53

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10500

Make/Model- 1500

Instrument- 43

Multi-Eng - 20

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 153

Rotorcraft - 8000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER AT ABOUT 5 FT AGL AS HE WAS TAKING OFF FROM A TRAILER. HE TURNED TO AVOID A GAS AND WATER TANK NEAR THE POLL TRUCK. THE HELICOPTER CAME TO REST, RIGHT-SIDE-UP, BUT WAS DAMAGED. A FUEL LEAK WAS FOUND IN A LINE THAT ATTACHED TO THE FUEL INJECTOR REGULATOR. THE LEAK OCCURRED WHERE THE LINE WAS FLARED FOR A B-NUT CONNECTION. A METALLURGICAL EXAMINATION REVEALED THAT CRACKS OCCURRED FROM STRESS CORROSION.

Brief of Accident (Continued)

File No. - 3068

7/01/82

STOCKTON,CA

A/C Reg. No. N86689

Time (Lc1) - 0800 PDT

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

Finding(s)

1. FUEL SYSTEM,LINE - SMOKE
2. FLUID,FUEL - LEAK
3. FLUID,FUEL - STARVATION

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3088 7/04/82 SOUTH LAKE TAHOE, CA A/C Reg. No. N2106S Time (Lcl) - 2020 PDT

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

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

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

Make/Model	- CESSNA T210L	Eng Make/Model	- CONTINENTAL TS10-520-H	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	- 285 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 - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">FRESNO, CA</p> <p>Destination</p> <p style="padding-left: 20px;">SOUTH LAKE TAHOE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - TOWER</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LAKE TAHOE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 8544/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 27</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 289</p> <p style="padding-left: 20px;">Make/Model- 289</p> <p style="padding-left: 20px;">Instrument- 0</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 3</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING A LANDING, THE AIRCRAFT BOUNCED, CAME DOWN, BOUNCED AGAIN AND BALLOONED. AT THAT MOMENT, HE ELECTED TO GO AROUND. HE STATED THAT HE ADVANCED THE THROTTLE AND RETRACTED THE GEAR TO REDUCE DRAG, BUT THE ENGINE DIED AND THE PLANE NOSED IN. AFTER THE ACCIDENT, HE REPORTED THAT HE SHOULD NOT HAVE RETRACTED THE GEAR UNTIL HE HAD A POSITIVE RATE OF CLIMB AND HE SHOULD HAVE ADVANCED THE TROTTLE MORE SLOWLY.

Brief of Accident (Continued)

File No. - 3088

7/04/82

SOUTH LAKE TAHOE, CA

A/C Reg. No. N2106S

Time (Lcl) - 2020 PDT

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 POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING

Finding(s)

3. GO-AROUND - INITIATED - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 5. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
-

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

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

Finding(s)

6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3129 7/07/82 HEALDSBURG, CA A/C Reg. No. N6702Y Time (Lcl) - 1130 PDT

-----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	-TAXI					

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

Make/Model	- BEECH 77	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	- 1675	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 115 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HEALDSBURG MUNICIPAL</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2750-N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 23
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING PAST PARKED PLANES ON THE RIGHT, THE STUDENT WAS DISTRACTED BY A PLANE BEING TOWED OUT OF A HANGAR ON THE LEFT. THE PROPELLER OF THE BE-77 HEAVILY DAMAGED 8 FT OF THE RIGHT WING OF A PARKED PA-28, N8118S.

Brief of Accident (Continued)

File No. - 3129

7/07/82

HEALDSBURG, CA

A/C Reg. No. N6702Y

Time (Lc1) - 1130 PDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3069 7/08/82 BURBANK, CA A/C Reg. No. N46TA Time (Lcl) - 1427 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 414
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TIO-520-4
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

Destination

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Apch/Lndg - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

BURBANK-GLENDALE-PASADENA
Runway Ident - 07
Runway Lth/Wid - 6074/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-414

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3800	Last 24 Hrs	- 1
Make/Model-	430	Last 30 Days-	UNK/NR
Instrument-	350	Last 90 Days-	38
Multi-Eng	- 3000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT LANDING GEAR COLLAPSED DURING LANDING ROLL. A RETRACTION TEST OF THE LEFT MAIN GEAR AND A CHOCK OF THE DOWNLOCK TENSION COULD NOT BE MADE DUE TO EXTENSIVE DAMAGE.

Brief of Accident (Continued)

File No. - 3069

7/08/82

BURBANK, CA

A/C Reg. No. N46TA

Time (Lc1) - 1427 PDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3116 7/11/82 MURRIETA, CA A/C Reg. No. N90639 Time (Lc1) - 1450 PDT

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

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

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

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1102	Engine Type - N/A	Weather Radar - NO
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	THOMPSON TRANSPORTATION
Wind Dir/Speed- 205/009 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 60
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 39
	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 12
GLIDER		Instrument- 0
		Last 30 Days- UNK/NR
Instrument Rating(s) - NONE		Last 90 Days- 7

-----Narrative-----

PILOT LANDED SHORT OF RUNWAY IN A GLIDER AND IMPACTED THE GROUND AT HIGH SPEED WITH HIGH SINK RATE. HE HAD RELEASED EARLY FROM AN AEROTOW AND DESCENDED AT HIGH AIRSPEED WITH DIVE BRAKES OPEN WHICH ACCELERATED HIS RATE OF SINK. HE WAS NOT INJURED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3116

7/11/82

MURRIETA, CA

A/C Reg. No. N90639

Time (Lc1) - 1450 PDT

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

Finding(s)
1. SPEED BRAKES - IMPROPER USE OF - PILOT IN COMMAND
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

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

Finding(s)
5. 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3091 7/13/82 BAKERSFIELD, CA A/C Reg. No. N2744Q Time (Lcl) - 1215 PDT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	ONYX, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	PRIVATE
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -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 - 0	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 735
SE LAND	Months Since - 2	Make/Model- 425
	Aircraft Type - UNK/NR	Instrument- 57
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING LANDING, THE AIRCRAFT ENCOUNTERED A GUST OF WIND AND VEERED TO THE RIGHT. REPORTEDLY, THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY, WENT INTO SOFT DIRT AND NOSED OVER. THE PILOT REPORTED THAT THE WIND WAS FROM 320 DEG AT 5 GUSTING 10 KTS. SEVEN MILES NORTH AT BAKERSFIELD, CA, THE WIND WAS FROM 300 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 3091

7/13/82

BAKERSFIELD, CA

A/C Reg. No. N2744Q

Time (Lcl) - 1215 PDT

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 - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3093 7/13/82 LITTLE RIVER, CA A/C Reg. No. N6628E Time (Lcl) - 1645 PDT

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

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

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

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LITTLE RIVER AIRPORT</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 5250/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 28</p> <p>Make/Model- 15</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO CROSS-COUNTRY, THE STUDENT ATTEMPTED TO LAND IN A 16 KT, 70 DEG CROSSWIND AT UKIAH, CA. THE PLANE BOUNCED 3 TIMES AND DRIFTED OFF THE RUNWAY INTO THE DIRT KNOCKING OUT A RUNWAY EDGE LIGHT. THE STUDENT MADE A GO-AROUND AND PROCEEDED TO LITTLE RIVER, CA. DURING A LANDING AT LITTLE RIVER, THE NOSE GEAR COLLAPSED. A METALLURGICAL EXAMINATION SHOWED THAT THE NOSE WHEEL MOUNT ASSEMBLY, PN 169-820000-661, FAILED FROM DUCTILE OVERLOAD.

Brief of Accident (Continued)

File No. - 3093

7/13/82

LITTLE RIVER,CA

A/C Reg. No. N6628E

Time (Lc1) - 1645 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID

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

Finding(s)

7. 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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3104 7/16/82 CHOWCHILLA, CA A/C Reg. No. N18010 Time (Lcl) - 1800 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150L
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 - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MERCED, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CHOWCHILLA
Runway Ident - 30
Runway Lth/Wid - 3250/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 152	Last 24 Hrs - 0
Make/Model- 80	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING PRACTICE FLIGHT THE AIRCRAFT WAS LANDED SHORT OF RUNWAY AND BOUNCED SEVERAL TIMES. DAMAGE WAS DISCOVERED ON A SUBSEQUENT FLIGHT.

Brief of Accident (Continued)

File No. - 3104

7/16/82

CHOWCHILLA, CA

A/C Reg. No. N18010

Time (Lc1) - 1800 PDT

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

Finding(s)
1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3132 7/16/82 SANTA ANA, CA A/C Reg. No. N59242 Time (Lcl) - 1441 PDT

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

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

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

Make/Model	- CESSNA 210L	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3812	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/012 KTS</p> <p>Visibility - 8.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PARKER, AZ</p> <p>Destination SANTA ANA, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - TOWER</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>JOHN WAYNE AIRPORT</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 5700/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 1157
SE LAND	Months Since - 5	Make/Model- 359
	Aircraft Type - C-210L	Instrument- 32
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 3 MI SE OF THE ARPT, WITH GEAR DOWN & FULL FLAPS, THE ENG FUEL PRESSURE WENT TO ZERO & THE ENG LOST POWER. THE PLT DID NOT DECLARE AN EMERGENCY, BUT ADVISED TOWER THAT THE ACFT LOST THE FUEL PRESSURE. THE PLT WAS THEN CLEARED FOR A LANDING ON RWY 19R. AS HE WAS DESCENDING ON BASE LEG FOR 19R, THE PLT REALIZED HE COULD NOT LAND ON 19R & ELECTED TO LAND ON THE TAXIWAY PERPENDICULAR TO THE APCH ENDS OF RWYS 19L & 19R. THE ACFT COLLIDED WITH AN AIRPORT FREQUENCY SIGN, THEN VEERED AND COLLIDED WITH N2MU HOLDING FOR DEPARTURE ON 19R. THE FUEL PUMP CAVITY WAS FOUND CONTAMINATED WITH RUST & WATER. IN 12/79 NTSB ISSUED 2 SAFETY RECOMMENDATIONS CONCERNING THE CESSNA 200 SERIES ACFT FUEL VAPOR PROBLEMS.

Brief of Accident (Continued)

File No. - 3132

7/16/82

SANTA ANA, CA

A/C Reg. No. N59242

Time (Lc1) - 1441 PDT

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

Finding(s)

1. FUEL SYSTEM - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
3. FLUID, FUEL - STARVATION
4. FUEL SYSTEM, PUMP - CONTAMINATION

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

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

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
8. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3169 7/18/82 DELANO, CA A/C Reg. No. N910PD Time (Lc1) - 1400 PDT

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

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

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

Make/Model - BELL 204	Eng Make/Model - LYCOMING T53-11D	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 - 10	Rated Power - 1100 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BERRENDA MESA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3150
SE LAND	Months Since - 17	Last 24 Hrs - 13
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1260
		Instrument- 245
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 2925
Instrument Rating(s) - NONE		

-----Narrative-----

THE ACFT WAS SPRAYING FOR MEDITERRANEAN FRUIT FLIES WITH ANOTHER ACFT. ENTERING A "SCISSORS" OR OPPOSITE DIRECTION PATTERN WITH THE SECOND HELICOPTER SPRAYING IN THE OPPOSITE DIRECTION, THE PLT HAD TO SLOW DOWN IN ORDER TO BEGIN HIS SWATH AT THE COMPLETION OF THE OTHER'S RUN. FURTHER REDUCING SPEED TO MAINTAIN CLEARANCE, THE PLT LOST TRANSLATIONAL LIFT IN THE PREVAILING TAILWIND. INSUFFICIENT ALTITUDE REMAINED TO RECOVER HIS LOSS OF RPM & THE ACFT SETTLED INTO THE TREES.

Brief of Accident (Continued)

File No. - 3169

7/18/82

DELANO,CA

A/C Reg. No. N91OPD

Time (Lc1) - 1400 PDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
-

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

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. - 3131 7/21/82 KERNVILLE, CA A/C Reg. No. N2064B Time (Lc1) - 0715 PDT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL C85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KERN VALLEY
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 198
SE LAND	Months Since - UNK/NR	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ROLL-OUT THE PLT LOST DIRECTIONAL CONTROL. THE PLT APPLIED HARD BRAKES TO PREVENT THE ACFT FROM ENTERING THE WATER ADJACENT TO THE RWY & THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 3131

7/21/82

KERNVILLE, CA

A/C Reg. No. N2064B

Time (Lcl) - 0715 PDT

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

Finding(s)

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

Occurrence #2 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. - 3103 7/21/82 SANTA YNEZ, CA A/C Reg. No. N90088 Time (Lcl) - 1540 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	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 - CESSNA 140	Eng Make/Model - CONTINENTAL C85-12	ELT Installed/Activated - YES/YES
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 - 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	SANTA YNEZ
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 786
SE LAND	Months Since - UNK/NR	Make/Model- 51
	Aircraft Type - UNK/NR	Instrument- 66
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

DURING PRACTICE LANDING THE ENGINE BEGAN TO RUN ROUGH AND INTERMITTENTLY. THE INSTRUCTOR ATTEMPTED A DOWNWIND LANDING. PULLING UP OVER A FENCE AIRCRAFT STALLED AND MADE A HARD LANDING THE AIRCRAFT THEN NOSED OVER. THE FUEL CAP VENT WAS BLOCKED WHICH PREVENTED ADEQUATE FUEL FLOW. P/N C156003-0101.

Brief of Accident (Continued)

File No. - 3103

7/21/82

SANTA YNEZ,CA

A/C Reg. No. N90088

Time (Lc1) - 1540 PDT

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

Finding(s)

1. FUEL SYSTEM,CAP - BLOCKED(PARTIAL)

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

Finding(s)

2. WEATHER CONDITION - TAILWIND

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

Finding(s)

3. OBJECT - FENCE
4. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #4 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

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. - 3110 7/24/82 SAN CARLOS,CA A/C Reg. No. N5107V Time (Lc1) - 1701 PDT

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

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

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

Make/Model - MORRISEY 2150	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1817	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TWIN FALLS,ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN CARLOS,CA	SAN CARLOS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 12
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 75
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2270
SE LAND	Months Since - 16	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 248
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT FROM FUEL EXHAUSTION & THE ACFT MADE A FORCED LANDING 1/2 MI SHORT OF THE DESTINATION ARPT.

Brief of Accident (Continued)

File No. - 3110

7/24/82

SAN CARLOS, CA

A/C Reg. No. N5107V

Time (Lc1) - 1701 PDT

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

Finding(s)

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

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3102 7/25/82 UPLAND, CA A/C Reg. No. N4472D Time (Lc1) - 1530 PDT

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

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

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

Make/Model - BEECH F35	Eng Make/Model - CONTINENTAL E-225-B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2775	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LOS ANGELES, CA	
Method - N/A	Destination UPLAND, CA	Airport Data
Completeness - N/A	ATC/Airspace	CABLE
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 24
Wind Dir/Speed- 240/015 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3600/ 75
Visibility - 4.000 SM	Type Apch/Lndg - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(1st) - OBSCURED		Runway Status - DRY
Cloud Conditions(2nd) - 10000 FT SCATTERED		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5431
SE LAND	Months Since - 3	Make/Model- 488
	Aircraft Type - UNK/NR	Instrument- 202
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT PULLED UP LANDING GEAR AFTER LANDING INSTEAD OF FLAPS.

Brief of Accident (Continued)

File No. - 3102

7/25/82

UPLAND, CA

A/C Reg. No. N4472D

Time (Lc1) - 1530 PDT

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

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3108 7/27/82 RAMONA, CA A/C Reg. No. N42916 Time (Lc1) - 1830 PDT

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

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

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

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	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	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	REMOTE STRIP
Wind Dir/Speed- 245/003 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 15
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 408
SE LAND	Months Since - 2	Make/Model- 74
	Aircraft Type - UNK/NR	Instrument- 63
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PRACTICING LANDINGS ON A 15 FT WIDE REMOTE DIRT STRIP. THE RIGHT BRAKE FAILED & THE ACFT VEERED OFF THE RWY.

Brief of Accident (Continued)

File No. - 3108

7/27/82

RAMONA, CA

A/C Reg. No. N42916

Time (Lc1) - 1830 PDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
-

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

Finding(s)

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

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

Finding(s)

4. 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) 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. - 3115 7/31/82 SAN PEDRO, CA A/C Reg. No. N3935T Time (Lcl) - 1305 PDT

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

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

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

Make/Model - PIPER PA-28R	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TORRANCE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 200/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 800
SE LAND, ME LAND	Months Since - 1	Make/Model - 200
	Aircraft Type - UNK/NR	Instrument - 200
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days - 1
		Last 90 Days - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS FLYING NEAR CATALINA ISLAND AND WHEN HE SWITCHED TANKS THE ENGINE QUIT. PROCEDURES TO RESTART DID NOT WORK SO AIRCRAFT WAS DITCHED.

Brief of Accident (Continued)

File No. - 3115

7/31/82

SAN PEDRO, CA

A/C Reg. No. N3935T

Time (Lc1) - 1305 PDT

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3090 8/01/82 NOVATO, CA A/C Reg. No. N5440J Time (Lcl) - 1410 PDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - CONTINENTAL 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-----

<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- 200/008 KTS</p> <p>Visibility - 25.0 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 SAN CARLOS, CA</p> <p>Destination NOVATO, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>GROSS FIELD</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3300/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 20</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 89</p> <p>Make/Model- 12</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON RUNWAY 31 WITH A LEFT CROSSWIND. WHILE LANDING, THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND NOSED OVER IN A DRAINAGE DITCH. THE PILOT ESTIMATED THAT THE WIND WAS FROM 220 DEG AT 10 KTS. THE OFFICIAL OBSERVATION AT OAKLAND, CA REPORTED THAT THE WIND WAS FROM 200 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 3090

8/01/82

NOVATO, CA

A/C Reg. No. N5440J

Time (Lcl) - 1410 PDT

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3113 8/11/82 LAKE BERRYESSA, CA A/C Reg. No. N63822 Time (Lc1) - 0800 PDT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GAMBLE RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 720 -UNK/NR
Cloud Conditions(1st) - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 3140
ME LAND	Months Since - UNK/NR	Make/Model- 130
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 1500
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED TOO FAST IN A NO WIND CONDITION AND GROUNDLOOPED TRYING TO STOP. HEAVY BRAKING IN GRASS CAUSED A NOSE OVER THE PILOT SAYS HE WILL LENGTHEN THE 720 FOOT RUNWAY.

Brief of Accident (Continued)

File No. - 3113

8/11/82

LAKE BERRYESSA, CA

A/C Reg. No. N63822

Time (Lcl) - 0800 PDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3112 8/12/82 SACRAMENTO, CA A/C Reg. No. N9031N Time (Lc1) - 1605 PDT

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

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

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

Make/Model - AERO COMMANDER 500S	Eng Make/Model - LYCOMING IO-540-E-1B5	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 - 290 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point SAN FRANCISCO, CA	
Method - UNK/NR	Destination SACRAMENTO, CA	Airport Data EXECUTIVE
Completeness - UNK/NR		Runway Ident - 12
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3954/ 100
Wind Dir/Speed- 270/003 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 20.0 SM	Type of Clearance - TOWER	Runway Status - DRY
Cloud Conditions(1st) - NONE	Type Apch/Lndg - UNK/NR	
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3153
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 51
	Aircraft Type - UNK/NR	Instrument- 261
		Multi-Eng - 692
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PAX/PLT IN RIGHT SEAT INADVERTENTLY RAISED GEAR INSTEAD OF FLAPS.

Brief of Accident (Continued)

File No. - 3112

8/12/82

SACRAMENTO, CA

A/C Reg. No. N9031N

Time (Lc1) - 1605 PDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - COPILOT
2. SUPERVISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3086 8/27/82 HAYWARD, CA A/C Reg. No. N2671Z Time (Lc1) - 1818 PDT

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

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

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

Make/Model	- BELLANCA 7ECA	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 115 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		HAYWARD AIR TERMINAL	
Wind Dir/Speed	- 280/006 KTS	ATC/Airspace		Runway Ident	- 28R
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3536/ 75
Cloud Conditions(1st)	- 15000 FT BROKEN	Type of Clearance	- UNK/NR	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 - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 918	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 23	Make/Model - 10	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 155	Last 90 Days - 19
		Multi-Eng - 180	
Instrument Rating(s)	- AIRPLANE		

-----Narrative-----

WHILE LANDING ON RUNWAY 28R, THE PLANE VEERED OFF THE LEFT SIDE OF THE RUNWAY AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 3086

8/27/82

HAYWARD, CA

A/C Reg. No. N2671Z

Time (Lcl) - 1818 PDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3085 8/28/82 TWENTY-NINE PALMS, CA A/C Reg. No. N5624U Time (Lcl) - 1445 PDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	APPLE VALLEY, CA	TWENTY-NINE PALMS
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 601
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - PA28140	Make/Model- 470
		Last 30 Days- UNK/NR
		Instrument- 24
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PREPARING TO TAKEOFF, THE PILOT TAXIED TO A POSITION NEAR THE MIDPOINT OF RUNWAY 8/26 WHERE IT INTERSECTED WITH A 750 FT TAXIWAY. AT THAT POINT, THE TAXIWAY ANGLED TOWARD THE SOUTH-SOUTHWEST TO THE NORTH END OF RUNWAY 17/35. THE PILOT MISTOOK THE TAXIWAY FOR THE NORTH-SOUTH RUNWAY. AFTER MAKING A 360 DEG TURN TO CLEAR THE AREA, HE INITIATED A TAKEOFF ON THE TAXIWAY. BY THE TIME THE PLANE CAME TO THE END OF THE TAXIWAY, IT WAS TOO SLOW TO LIFT OFF AND THE PILOT WAS AFRAID IT WAS TOO FAST TO TURN ON TO THE RUNWAY. THE AIRCRAFT CONTINUED OFF THE PAVED SURFACE AND RAN INTO A BARBED WIRE FENCE. THE TEMPERATURE AND ELEVATION WERE 93 DEG AND 1808 FT, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 3085

8/28/82

TWENTY-NINE PALMS, CA

A/C Reg. No. N5624U

Time (Lc1) - 1445 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

Finding(s)
3. OBJECT - FENCE

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

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

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. - 3187 8/28/82 MONTEREY, CA A/C Reg. No. N94296 Time (Lc1) - 1643 PDT

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

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

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

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method	- RADIO	NOVATO, CA	
Completeness	- PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather	- VMC	MONTEREY, CA	MONTEREY PENINSULA
Wind Dir/Speed	- 300/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 10
Cloud Conditions(1st)	- 20000 FT SCATTERED	Type of Clearance	- 6600/ 150
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 478	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model - 478	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

PILOT USED BRAKE TO STRAIGHTEN VEERING AIRCRAFT AND LEFT WING DRAGGED.

Brief of Accident (Continued)

File No. - 3187

8/28/82

MONTEREY, CA

A/C Reg. No. N94296

Time (Lc1) - 1643 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3114 8/29/82 BLYTHE,CA A/C Reg. No. N53186 Time (Lcl) - 0800 PDT

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BLYTHE,CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LAKE HAVASU,CA	
Wind Dir/Speed	- 340/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 12000 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- 25000 FT SCATTERED	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 - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 220	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model- 210	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 3	Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

PILOT NOSED OVER DURING LANDING ON REMOTE FIELD. THE SOIL WAS SOFT AND THE LANDING GEAR SANK IN ON TOUCHDOWN. THE LANDING WAS DONE FOR SOME UNSCHEDULED ENROUTE SIGHTSEEING.

Brief of Accident (Continued)

File No. - 3114

8/29/82

BLYTHE, CA

A/C Reg. No. N53186

Time (Lc1) - 0800 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SOFT
 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. - 3099 8/31/82 SAN JOSE, CA A/C Reg. No. N80301 Time (Lcl) - 1938 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
FREMONT, CA
Destination
SAN JOSE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SAN JOSE MUNICIPAL
Runway Ident - 30
Runway Lth/Wid - 4418/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1540
Make/Model- 330
Instrument- 82
Multi-Eng - 7
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN A LANDING GEAR, DAMAGED BY A WIRE STRIKE, COLLAPSED DURING LANDING. WITNESSES INDICATED THAT THE AIRCRAFT HAD ENTERED A NARROW VALLEY AT TREETOP LEVEL. BROKEN POWER LINES STARTED A GRASS FIRE WHICH WAS EVENTUALLY BROUGHT UNDER CONTROL. AFTER THE FLIGHT, THE AIRCREW FILED A NEAR-MIDAIR REPORT, CLAIMING THEY HAD HIT A POWER LINE WHILE AVOIDING AN IMMINENT COLLISION. HOWEVER, A REVIEW OF THE ARTCC DARTS (RADAR) DATA REVEALED NO OTHER AIRCRAFT IN THE IMMEDIATE VICINITY AT THAT TIME.

Brief of Accident (Continued)

File No. - 3099

8/31/82

SAN JOSE,CA

A/C Reg. No. N80301

Time (Lc1) - 1938 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE,TRANSMISSION
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

6. LANDING GEAR - OVERLOAD
-

-----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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3167 9/04/82 BURBANK,CA A/C Reg. No. N3642Y Time (Lcl) - 1404 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
2

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

Make/Model - PIPER 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6025
No. of Seats - 3

Eng Make/Model - LYCOMING IO-540-SIA5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 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- 120/005 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
SAN CARLOS,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BURBANK-GLENDALE-PASADENA
Runway Ident - 07
Runway Lth/Wid - 6074/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

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

Total - 7555 Last 24 Hrs - 4
Make/Model- 150 Last 30 Days- UNK/NR
Instrument- 513 Last 90 Days- 60
Multi-Eng - 4015

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LIFT-OFF THE RIGHT ENGINE FAILED. THE TAKEOFF WAS ABORTED & THE PLT SWERVED THE ACFT TO AVOID A BLAST FENCE AT THE END OF THE RWY. THE LEFT MAIN LANDING GEAR FAILED & THE ACFT COLLIDED WITH THE FENCE. MAINTENANCE RECORDS REVEALED A TOTAL OF 12 DISCREPANCIES PERTAINING TO FUEL FLOW ON THE RIGHT ENG BEGINNING 7/14/81. AN ENGINE RUN WAS MADE AFTER THE ACCIDENT. WHEN TAKEOFF POWER WAS APPLIED & THE BOOST PUMP WAS TURNED ON, THE ENG QUIT. THE RIGHT ENG-DRIVEN FUEL PUMP, LEAR RG 17980J, WAS THEN BENCH TESTED. THE FUEL PUMP COVER DID NOT APPEAR TO BE PROPERLY SAFETY-WIRED. FUEL LEAKED FROM THE VENT HOLE IN THE CAP DURING PRESSURE TESTING. WHEN THE COVER WAS REMOVED, THE DIAPHRAGM RETAINING NUT FELL OUT ONTO THE TEST BENCH.

Brief of Accident (Continued)

File No. - 3167

9/04/82

BURBANK, CA

A/C Reg. No. N3642Y

Time (Lcl) - 1404 PDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - LOOSE
 2. FUEL SYSTEM,PUMP - LEAK
 3. FUEL SYSTEM,PUMP - ERRATIC
 4. FLUID,FUEL - STARVATION
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 7. LANDING GEAR,MAIN GEAR - OVERLOAD
 8. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
-

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

Finding(s)

9. OBJECT - FENCE
-

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

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

Factor(s) relating to this accident is/are finding(s) 5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3197 9/05/82 CALIFORNIA CITY, CA A/C Reg. No. N214T Time (Lc1) - 1412 PDT

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

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

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

Make/Model - SCHEMPP-HIRTH VENTUS	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 700	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 225/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 11000
SE LAND, SE SEA	Months Since - 1	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 875
GLIDER		Multi-Eng - 8200
Instrument Rating(s) - AIRPLANE		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 143

-----Narrative-----

THE ACCIDENT OCCURRED DURING A CROSS-COUNTRY GLIDER RACE INVOLVING 41 GLIDERS. SEVEN OR EIGHT GLIDERS WERE CIRCLING IN RIGHT TURNS IN A THERMAL AT APPROXIMATELY THE SAME ALTITUDE WHEN THE COLLISION OCCURRED. THE PLT OF THE VENTUS STATED HIS GLIDER BECAME UNCONTROLLABLE & HE SUCCESSFULLY BAILED OUT. THE PLT OF THE ASW-20 RETURNED TO THE CALIFORNIA CITY ARPT & LANDED OKAY.

Brief of Accident (Continued)

File No. - 3197

9/05/82

CALIFORNIA CITY, CA

A/C Reg. No. N214T

Time (Lc1) - 1412 PDT

Occurrence MIDAIR COLLISION

Phase of Operation MANEUVERING

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3197 9/05/82 CALIFORNIA CITY, CA - A/C Reg. No. N44MA Time (Lcl) - 1412 PDT

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

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

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

Make/Model	- SCHLEICHER ASW-20	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- 660	Engine Type	- N/A	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 005 KTS</p> <p>Visibility - 40.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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 - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">GLIDER</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 14</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1488</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model-</td> <td>190</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>8</td> </tr> </table>	Total	- 1488	Last 24 Hrs	- 3	Make/Model-	190	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	8
Total	- 1488	Last 24 Hrs	- 3											
Make/Model-	190	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	8											

-----Narrative-----

THE ACCIDENT OCCURRED DURING A CROSS-COUNTRY GLIDER RACE INVOLVING 41 GLIDERS. SEVEN OR EIGHT GLIDERS WERE CIRCLING IN RIGHT TURNS IN A THERMAL AT APPROXIMATELY THE SAME ALTITUDE WHEN THE COLLISION OCCURRED. THE PLT OF THE VENTUS STATED HIS GLIDER BECAME UNCONTROLLABLE & HE SUCCESSFULLY BAILED OUT. THE PLT OF THE ASW-20 RETURNED TO THE CALIFORNIA CITY ARPT & LANDED OKAY.

Brief of Accident (Continued)

File No. - 3197

9/05/82

CALIFORNIA CITY, CA

A/C Reg. No. N44MA

Time (Lc1) - 1412 PDT

Occurrence MIDAIR COLLISION

Phase of Operation MANEUVERING

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3130 9/09/82 RIVERSIDE, CA A/C Reg. No. N7349U Time (Lc1) - 0430 PDT

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

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

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

Make/Model	- CESSNA T207A	Eng Make/Model	- CONTINENTAL TS10-520-M1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 7	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	BURBANK, CA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	RIVERSIDE, CA		RIVERSIDE MUNICIPAL	
Wind Dir/Speed	- CALM			Runway Ident	- 09
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- 5400/ 100
Cloud Conditions(1st)	- PART OBSC	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 5000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS - COMPLETE		
Precipitation	- NONE				
Condition of Light	- NIGHT (DARK)				

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - UNK/NR	Total - 1393	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 180	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 120	Last 90 Days - 338
		Multi-Eng - 280	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE SECOND APPROACH THE ACFT STRUCK AN APPROACH LIGHT. THE ACFT WAS CATAPULTED DOWNWARD & TO THE LEFT STRIKING A MOVING CAMPER TRUCK ON THE HIGHWAY. VISIBILITY WAS DESCRIBED AS ZERO ON THE RWY MINUTES AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3130

9/09/82

RIVERSIDE,CA

A/C Reg. No. N7349U

Time (Lc1) - 0430 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
 2. MISSED APPROACH - DELAYED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3017 9/13/82 CANYON COUNTRY, CA A/C Reg. No. N7LZ Time (Lcl) - 1550 PDT

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

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

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

Make/Model - LONG-EZ RUTAN	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	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	VAN NUYS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 301
SE LAND	Months Since - 5	Make/Model- 102
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT AS THE ACFT WAS OBSERVED PERFORMING ACROBATIC MANEUVERS. THE ACFT WAS NOT EQUIPPED WITH A FUEL SYSTEM THAT WOULD SUSTAIN FUEL FLOW THROUGH NEGATIVE "G" MANEUVERS. THE ENG WOULD STOP WITH A 0.5 NEGATIVE G LOAD.

Brief of Accident (Continued)

File No. - 3017

9/13/82

CANYON COUNTRY, CA

A/C Reg. No. N7LZ

Time (Lc1) - 1550 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. AEROBATICS - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3178 9/18/82 BELDON, CA A/C Reg. No. N20726 Time (Lcl) - UNK/NR

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

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

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

Make/Model - 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	COLUSA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	WINNEMUCCA, NV	
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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 - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PORTIONS OF THE ACFT'S RIGHT WING WERE LOCATED NORTH OF HIGHWAY 70 IN REMOTE RUGGED MOUNTAINOUS TERRAIN NEAR BELDEN, CA. THE REMAINDER OF THE WRECKAGE WAS LOCATED ABOUT 2 MI SOUTH OF THE HIGHWAY ON THE EAST SIDE OF FERN CREEK CANYON AT AN ELEVATION OF ABOUT 5,000 FT. A WX STUDY PREPARED BY NTSB INDICATED THAT WX CONDITIONS OVER NORTHERN CALIFORNIA WAS CHARACTERIZED BY OVERCAST SKIES & RAIN SHOWERS. ALSO LIGHT TO OCCASIONALLY MODERATE RAIN SHOWERS THROUGHOUT THE EASTERN SIDE OF THE SACRAMENTO VALLEY & WESTERN SIERRA MOUNTAINS. FORECASTS WERE FOR THE MOUNTAINS TO BE GENERALLY OBSCURED ALONG THE ACFT'S ROUTE OF FLT.

Brief of Accident (Continued)

File No. - 3178

9/18/82

BELDON,CA

A/C Reg. No. N20726

Time (Lc1) - UNK/NR

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 - RAIN
3. WEATHER CONDITION - OBSCURATION
4. VFR FLIGHT INTO IMC - CONFLICTING - PILOT IN COMMAND

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

Finding(s)

5. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

7. WING - OVERLOAD
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - FAILURE, TOTAL
10. WING - SEPARATION

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3128 9/22/82 SAN JOSE, CA A/C Reg. No. N74440 Time (Lcl) - 1530 PDT

-----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	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

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

Make/Model	- BELLANCA 14-13-2	Eng Make/Model	- FRANKIN 6A4-150-B3	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 150 LBS THRUST		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/009 KTS</p> <p>Visibility - 20.0 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>RIED-HILLVIEW</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3101/ 75</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1009</p> <p>Make/Model- 110</p> <p>Instrument- 93</p> <p>Multi-Eng - 64</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 28</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY. THE PLT STATED HE WAS DEMONSTRATING A 3-POINT LANDING & HIS ATTENTION WAS DIVERTED BY ANSWERING A QUESTION.

Brief of Accident (Continued)

File No. - 3128

9/22/82

SAN JOSE, CA

A/C Reg. No. N74440

Time (Lcl) - 1530 PDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3165 9/23/82 VISALIA, CA A/C Reg. No. N91238 Time (Lcl) - 1545 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	TULARE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	VISALIA, CA	Runway Ident - 28
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Lth/Wid - 1200 -UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Cloud Conditions(1st) - 10000 FT OVERCAST	Type of Clearance - NONE	Runway Status - SOFT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 920
SE LAND	Months Since - 6	Make/Model- 40
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE WAS LANDING ON RUNWAY 28 WITH A CROSSWIND FROM THE NORTH AT 10-12 KTS. HE REPORTED THAT DURING TOUCHDOWN, THE WIND BLEW THE AIRCRAFT TO THE LEFT. THE LEFT MAIN GEAR ENCOUNTERED SOFT DIRT WHICH DIVERTED THE PLANE ONTO BUMPY GROUND. WHEN THE AIRCRAFT WAS ALMOST STOPPED, IT HIT A LARGE BUMP AND NOSED OVER.

Brief of Accident (Continued)

File No. - 3165

9/23/82

VISALIA, CA

A/C Reg. No. N91238

Time (Lc1) - 1545 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3163 9/29/82 BIG SUR, CA A/C Reg. No. N6718X Time (Lc1) - 1845 PDT

-----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	-CRUISE			0	0	0	1
				0	0	0	3

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

Make/Model	- BEECH 76	Eng Make/Model	- LYCOMING IO-360-A1G6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3900	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 - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VANDENBERG AFB, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAN FRANCISCO, CA	
Wind Dir/Speed - 180/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - IFR	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 - 1882
SE LAND, ME LAND	Months Since - 14	Make/Model - 180
	Aircraft Type - UNK/NR	Instrument - 118
		Multi-Eng - 258
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 151

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, A SMALL FLOCK OF BIRDS WERE ENCOUNTERED WHILE CRUISING AT 8000 FT MSL. ONE OR MORE OF THE BIRDS STRUCK THE COWLING AND WINDSHIELD WHICH RESULTED IN A HOLE IN THE TOP RIGHT SIDE OF THE WINDSHIELD. THE PILOT DIVERTED AND LANDED AT MONTEREY, CA WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 3163

9/29/82

BIG SUR, CA

A/C Reg. No. N6718X

Time (Lcl) - 1845 PDT

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

Finding(s)

1. OBJECT - BIRD(S)
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3162 10/03/82 SANTA ANA, CA A/C Reg. No. N66909 Time (Lcl) - 1045 PDT

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

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

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

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TSIO-520-UB	ELT Installed/Activated - YES/NO
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 - 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	OXNARD, CA	JOHN WAYNE
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 150
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2914
SE LAND	Months Since - 16	Make/Model- 958
	Aircraft Type - UNK/NR	Instrument- 300
		Multi-Eng - 1165
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER AFTER HE HAD RAISED THE GEAR DURING TAKEOFF. HE LOWERED THE NOSE TO AVOID A STALL AND LANDED GEAR-UP AT AND OFF THE END OF THE RUNWAY. REPORTEDLY, TOWER PERSONNEL OBSERVED BLACK SMOKE TRAILING FROM THE BOTTOM OF THE ENGINE COWLING. THE FRONT SEAT PASSENGER, A RATED PILOT, REPORTED THAT THE FUEL PRESSURE NEEDLE WAS PEGGED TO THE HIGH LIMIT. THE PILOT REPORTED THAT THE FUEL FLOW NEEDLE HAD GONE FROM THE 6 O'CLOCK POSITION (36 GPH) TO ABOUT THE 10 TO 11 O'CLOCK POSITION. THERE WAS A HISTORY OF FUEL PRESSURE DISCREPANCIES. THREE FUEL PUMP REPLACEMENTS WERE DOCUMENTED IN THE AIRCRAFT LOGBOOKS. A CHECK OF THE FUEL PUMP REVEALED DISCREPANCIES IN THE FUEL PRESSURE AND FUEL FLOW, BUT THESE INVOLVED LOW OUTPUT RATHER THAN HIGH OUTPUT.

Brief of Accident (Continued)

File No. - 3162

10/03/82

SANTA ANA, CA

A/C Reg. No. N66909

Time (Lcl) - 1045 PDT

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

Finding(s)
1. UNDETERMINED
2. FUEL SYSTEM, PUMP - OUTPUT LOW

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

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

Finding(s)
3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3164 10/03/82 RIALTO,CA A/C Reg. No. N4603A Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/005 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
LONG BEACH,CA
Destination
LAS VEGAS,NV

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RIALTO MUNICIPAL
Runway Ident - 24
Runway Lth/Wid - 3600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

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

Total	- 15280	Last 24 Hrs	- UNK/NR
Make/Model-	3000	Last 30 Days-	UNK/NR
Instrument-	1220	Last 90 Days-	115
Multi-Eng	- UNK/NR		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 9500 FT MSL, THE ENGINE BEGAN RUNNING ROUGH. THE PILOT DIVERTED TO RIALTO MUNICIPAL AIRPORT FOR A PRECAUTIONARY LANDING. WHILE ON BASE LEG, THE ENGINE QUIT COMPLETELY. FROM THAT POSITION, THE PILOT WAS UNABLE TO REACH THE RUNWAY. THE AIRCRAFT TOUCHED DOWN ABOUT 1/4 MILE SHORT, AND DURING THE LANDING ROLL, IT COLLIDED WITH A DITCH. AN INVESTIGATION REVEALED THAT THE ENGINE CRANKSHAFT HAD FAILED FROM FATIGUE. PREVIOUSLY, THE AIRCRAFT HAD BEEN INVOLVED IN A GEAR-UP LANDING. NO RECORD WAS FOUND TO VERIFY AN INSPECTION OF THE CRANKSHAFT IN ACCORDANCE WITH THE ACCEPTED PRACTICES FOLLOWING A PROPELLER STRIKE.

Brief of Accident (Continued)

File No. - 3164

10/03/82

RIALTO, CA

A/C Reg. No. N4603A

Time (Lc1) - 1430 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - FATIGUE
 2. ENGINE ASSEMBLY, CRANKCASE - 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)

3. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3025 10/10/82 OCEANSIDE, CA A/C Reg. No. N696B Time (Lc1) - 1258 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BEECH A35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 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 - 75.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN DIEGO, CA
Destination
OCEANSIDE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OCEANSIDE
Runway Ident - 24
Runway Lth/Wid - 3061/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - BA-35

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

Total	- 6000	Last 24 Hrs	- UNK/NR
Make/Model	- 1000	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-----

DURING ARRIVAL, THE AIRCRAFT ENTERED DOWNWIND FOR A RIGHT TRAFFIC PATTERN TO RUNAY 24. AT THAT TIME, A WITNESS (A WELL QUALIFIED PILOT) NOTED THAT THE WIND WAS FROM THE NORTHEAST AT ABOUT 8 KTS. ANOTHER PILOT-WITNESS STATED THAT THE WIND WAS FROM THE NORTHEAST AT ABOUT 10 KTS OR MORE. ABOUT 7 MI SOUTHEAST AT AN OFFICIAL WEATHER OBSERVATION FACILITY, THE WIND WAS FROM 320 DEG AT 8 KTS. AS THE AIRCRAFT CONTINUED ON DOWNWIND, IT REPORTEDLY ANGLED TOWARD THE RUNWAY, WAS AT A LOWER-THAN-NORMAL ALTITUDE, AND THE AIRSPEED WAS SLOW. REPORTEDLY, THE AIRCRAFT WAS IN A DESCENDING TURN TOWARD THE RUNWAY, WHEN IT ENTERED A SPIN AND CRASHED. NO PREIMPACT ABNORMALITIES WERE FOUND DURING AN EXAMINATION AT THE CRASH SITE.

Brief of Accident (Continued)

File No. - 3025

10/10/82

OCEANSIDE,CA

A/C Reg. No. N696B

Time (Lc1) - 1258 PDT

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3082 11/10/82 ALTURAS,CA A/C Reg. No. N4079J Time (Lcl) - 1350 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	5
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 10	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RENO,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALTURAS,CA	ALTURAS MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3460/ 60
Cloud Conditions(1st) - 5800 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1435
SE LAND,ME LAND	Months Since - 12	Make/Model- 202
	Aircraft Type - UNK/NR	Instrument- 335
		Multi-Eng - 740
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS LANDED LONG ON A WET RUNWAY, AND AFTER OVERRUNNING THE DEPARTURE END, IT COLLIDED WITH A FENCE AND A DIRT BANK.

Brief of Accident (Continued)

File No. - 3082

11/10/82

ALTURAS,CA

A/C Reg. No. N4079J

Time (Lcl) - 1350 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
 5. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER
-

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

Finding(s)

6. OBJECT - FENCE
 7. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3126 11/20/82 SANTA PAULA, CA A/C Reg. No. N115EZ Time (Lcl) - 1115 PST

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

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

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

Make/Model - TIFFT-V VARIEZE	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 112	Rated Power - UNK/NR	

-----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	SANTA PAULA
Wind Dir/Speed- 200/003 KTS	ATC/Airspace	Runway Ident - 04
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 45
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- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7002
SE LAND	Months Since - 23	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 580
		Multi-Eng - 4000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE ACFT DID NOT BECOME AIRBORNE UNTIL REACHING THE END OF THE RWY. AFTER FLYING UNDER THE FIRST SET OF WIRES THE LEFT MAIN GEAR STRUCK THE ROOF OF A SMALL HOUSE OFF THE EAST END OF THE FIELD, TAKING DOWN A TV ANTENNA. THE ACFT ENGAGED HEAVY COMMERCIAL TV COAX WHICH LODGED BETWEEN THE NOSE CONE & CANARD TURNING THE ACFT APPROXIMATELY 180 DEG. THE PLT STATED THE WIND SHIFTED DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 3126

11/20/82

SANTA PAULA, CA

A/C Reg. No. N115EZ

Time (Lcl) - 1115 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3020 11/26/82 LINCOLN,CA A/C Reg. No. N1949H Time (Lcl) - 2005 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 2.000 SM
Cloud Conditions(1st) - 500 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LINCOLN MUNICIPAL
Runway Ident - 33
Runway Lth/Wid - 3700/ 100
Runway Surface - ASPHALT
Runway Status - WET

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT TOOK OFF AT ABOUT 2003 PST. THE WEATHER AT THE MARYSVILLE FSS (20 NM NORTH) WAS; THIN OBSCURED, 500 FT OVERCAST, 2 MILES VISIBILITY WITH FOG. THE PLANE CRASHED ABOUT 1800 FT NORTHEAST OF RUNWAY 33.

Brief of Accident (Continued)

File No. - 3020

11/26/82

LINCOLN, CA

A/C Reg. No. N1949H

Time (Lcl) - 2005 PST

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

Finding(s)

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

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 3,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3177 11/28/82 12NM EAST OF ANZA,CA A/C Reg. No. N737LA Time (Lc1) - 2140 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PALM SPRINGS,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CARLSBAD,CA	
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 850
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
GLIDER		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 THE PREFLIGHT WX BRIEFING FROM THERMAL FSS THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED INTO THE SAN DIEGO AREA. ALTHOUGH THE PLT REQUESTED A BRIEFING TO SAN DIEGO, IT IS BELIEVED THAT THE INITIAL DESTINATION WAS CARLSBAD TO DEPLANE THE REAR SEAT PAX. THE ACFT IMPACTED A MOUNTAIN JUST BELOW THE CREST AT 8,000 FT MSL. VFR FLT FOLLOWING HAD BEEN TERMINATED ABOUT 6 MIN PRIOR TO THE ACCIDENT. ACCORDING TO THE NTSB METEOROLOGICAL SUMMARY, THERE WERE PROBABLY CONTINUOUS CLOUD CONDITIONS FROM 1,000 FT MSL TO NEAR 9,000 FT MSL WITH FLT VISIBILITY OF ZERO IN THE CLOUDS. MOUNTAINS WERE PROBABLY OBSCURED. THERE WAS THE POSSIBILITY OF LIGHT TO MODERATE TURBULENCE & UP & DOWN DRAFTS BELOW 10,000 FT MSL AS WELL AS MIXED MODERATE ICING IN CLOUDS NEAR 9,000 FT MSL.

Brief of Accident (Continued)

File No. - 3177

11/28/82

12NM EAST OF ANZA, CA

A/C Reg. No. N737LA

Time (Lcl) - 2140 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - OBSCURATION
 3. WEATHER CONDITION - TURBULENCE
 4. WEATHER CONDITION - DOWNDRAFT
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

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

----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) 1,2,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3053 12/07/82 SAN FRANCISCO, CA A/C Reg. No. N4273X Time (Lcl) - 1156 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - SWEARINGEN SA226-T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 10

Eng Make/Model - AIRESEARCH TPE-3313U303G ELT Installed/Activated - YES/YES
Number Engines - 2 Stall Warning System - YES
Engine Type - TURBOPROP Weather Radar - YES
Rated Power - 840 HP

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 360/021 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRESNO, CA
Destination
SAN FRANCISCO, CA

Airport Proximity
ON AIRPORT

Airport Data

SAN FRANCISCO INTL.
Runway Ident - 28R
Runway Lth/Wid - 11870/ 200
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - VISUAL STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI
SE LAND, ME LAND
HELICOPTER

Age - 43

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - SA226T

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

Total	- 7053	Last 24 Hrs	- 1
Make/Model-	265	Last 30 Days-	38
Instrument-	425	Last 90 Days-	75
Multi-Eng	- 4089	Rotorcraft	- 194

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE APPROACH TO LAND ON RUNWAY 28R, THE CONTROLLER REPORTED THAT THE WIND WAS FROM 350 AT 20 GUSTING 25 KTS. THE PILOT REPORTED THAT UPON LANDING, THE POWER LEVERS WERE RETARDED TO GROUND IDLE, THEN TO REVERSE. HE STATED THAT DIRECTIONAL CONTROL WAS LOST WHILE ENTERING REVERSE. HE ATTEMPTED TO CORRECT THE SITUATION, BUT THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY. IT CONTINUED INTO SOFT MUD AND THE NOSE GEAR COLLAPSED. THE MAXIMUM DEMONSTRATED CROSSWIND CAPABILITY OF THE AIRCRAFT WAS 22 KTS.

Brief of Accident (Continued)

File No. - 3053

12/07/82

SAN FRANCISCO,CA

A/C Reg. No. N4273X

Time (Lc1) - 1156 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET
9. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3125 12/09/82 WESTLEY,CA A/C Reg. No. N6713Q Time (Lcl) - 1500 PST

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

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

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

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P & W R-985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	UNK/NR
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- UNK/NR	ATC/Airspace
Visibility	- UNK/NR	Type of Flight Plan
Cloud Conditions(1st)	- UNK/NR	- NONE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance
Obstructions to Vision	- HAZE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DUSK	- NONE

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total - 6500
SE LAND	Months Since	- UNK/NR	Make/Model- 1500
	Aircraft Type	- UNK/NR	Instrument- UNK/NR
			Last 24 Hrs - 2
			Last 30 Days- UNK/NR
			Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT BERM DURING A SWATH RUN TEARING OFF BOTH MAIN LANDING GEAR. THE ACFT CONTINUED TO FLY & AN EMERGENCY LANDING WAS MADE AT CROW'S LANDING NAS. THE PLT ATTRIBUTED HIS INABILITY TO MAINTAIN SUFFICIENT GROUND CLEARANCE TO THE HAZE & SETTING SUN DIRECTLY AHEAD OF HIS SWATH.

Brief of Accident (Continued)

File No. - 3125

12/09/82

WESTLEY,CA

A/C Reg. No. N6713Q

Time (Lc1) - 1500 PST

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

Finding(s)

1. WEATHER CONDITION - HAZE
2. LIGHT CONDITION - SUNGLARE
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3124 12/11/82 BIG BEAR LAKE,CA A/C Reg. No. N1221Q Time (Lcl) - 2030 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
WX Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BIG BEAR LAKE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	VAN NUYS,CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - OBSCURED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- GROUND FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 184
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DESCENDED INTO TREES AFTER A NON-MECHANICAL ENGINE FAILURE ON A NIGHT TAKEOFF. THE WX WAS FOGGY WITH VISIBILITY LESS THAN 100 YARDS. THE ELEVATION WAS 6,750 FT MSL. IT IS NOT KNOWN WHETHER THE PLT APPLIED CARBURETOR HEAT. THE CONTROL WAS BROKEN OFF AT THE PANEL.

Brief of Accident (Continued)

File No. - 3124

12/11/82

BIG BEAR LAKE, CA

A/C Reg. No. N1221Q

Time (Lcl) - 2030 PST

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

Finding(s)

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

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. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. WEATHER CONDITION - OBSCURATION
 6. WEATHER CONDITION - FOG
 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) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3001 12/18/82 HEMET, CA A/C Reg. No. N2NN Time (Lc1) - 1515 PST

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

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

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

Make/Model - NORMAN NEGUS KR-2	Eng Make/Model - REVMaster 2100-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HEMET-RYAN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 260
SE LAND	Months Since - 28	Make/Model- 146
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE HOME BUILT AIRCRAFT WAS CHECKING OUT THE OTHER PILOT WHO WAS SECOND-IN-COMMAND (SIC). THE SIC ALSO HAD A HOME BUILT OF THE SAME MAKE AND MODEL. THE OBJECTIVE WAS TO PROVIDE FAMILIARIZATION TO THE SIC. DURING AN APPROACH TO LAND, THEY ELECTED TO GO AROUND AFTER OBSERVING ANOTHER AIRCRAFT ON THE RUNWAY. DURING THE GO-AROUND, THE ENGINE LOST POWER AND A FORCED LANDING WAS MADE IN A PLOWED FIELD. AFTER TOUCHDOWN, THE PLANE BEGAN TO COME APART, THEN FLIPPED OVER. BOTH PILOTS RECEIVED BROKEN NECKS, THE OWNER WAS PARALYZED FROM THE WAIST DOWN. AN INVESTIGATION REVEALED THAT THE CRANKSHAFT HAD FAILED AT THE CRANKARM BETWEEN THE #3 AND #4 CYLINDER CRANKPINS. THE ENGINE HAD 146 HRS TOTAL FLYING TIME.

Brief of Accident (Continued)

File No. - 3001

12/18/82

HEMET, CA

A/C Reg. No. N2NN

Time (Lc1) - 1515 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - 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. - 3095 12/18/82 FAIR OAKS, CA A/C Reg. No. N218B Time (Lc1) - 1220 PST

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

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

-----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	- 2700	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 225 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- VARIABLE</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 25000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - 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;">AUBURN, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PHOENIX FIELD</p> <p style="padding-left: 40px;">Runway Ident - 36</p> <p style="padding-left: 40px;">Runway Lth/Wid - 2600/ 40</p> <p style="padding-left: 40px;">Runway Surface - ASPHALT</p> <p style="padding-left: 40px;">Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1904</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 1074</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 194</td> <td>Last 90 Days- 6</td> </tr> <tr> <td>Multi-Eng - 72</td> <td></td> </tr> </table>	Total - 1904	Last 24 Hrs - 0	Make/Model- 1074	Last 30 Days- UNK/NR	Instrument- 194	Last 90 Days- 6	Multi-Eng - 72	
Total - 1904	Last 24 Hrs - 0									
Make/Model- 1074	Last 30 Days- UNK/NR									
Instrument- 194	Last 90 Days- 6									
Multi-Eng - 72										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 50 FT AGL AFTER THE PILOT HAD RAISED THE GEAR. REPORTEDLY, THERE WAS INSUFFICIENT TIME TO EXTEND THE GEAR, SO A WHEELS-UP LANDING WAS MADE ON THE REMAINING PORTION OF THE RUNWAY. AN INVESTIGATION REVEALED THAT A STRAINER IN THE CARBURETOR WAS ABOUT THREE QUARTERS CLOGGED WITH A FINE LINT-LIKE MATERIAL ASSOCIATED WITH THE FUEL TANK LINER.

Brief of Accident (Continued)

File No. - 3095

12/18/82

FAIR OAKS, CA

A/C Reg. No. N218B

Time (Lc1) - 1220 PST

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

Finding(s)

1. FUEL SYSTEM, TANK - DETERIORATED

Occurrence #2 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. FUEL SYSTEM, STRAINER - BLOCKED(PARTIAL)
3. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
4. FLUID, FUEL - STARVATION

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

Finding(s)

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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3019 12/29/82 CHICO, CA A/C Reg. No. N4428D Time (Lcl) - 1505 PST

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

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

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

Make/Model - BEECH G35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2775	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	REO BLUFF	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHICAGO, CA	CHICO MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 31
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6724/ 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 - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3056
SE LAND	Months Since - 19	Last 24 Hrs - 2
	Aircraft Type - B-G35	Make/Model- 2200
		Last 30 Days- 14
		Instrument- 187
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON A FLIGHT FROM ARCATA, CA TO SACRAMENTO, CA WITH EN ROUTE STOPS AT REDDING, RED BLUFF AND CHICO. THE PILOT REPORTED THAT WHEN HE WAS ON FINAL APPROACH TO LAND AT CHICO, THE ENGINE LOST POWER. SUBSEQUENTLY, THE AIRCRAFT STRUCK ELEMENTS OF THE LOCALIZER ANTENNA DURING A FORCED LANDING. AN INVESTIGATION REVEALED THAT THE AIRCRAFT WAS EQUIPPED WITH TWO MAIN FUEL TANKS AND TWO AUXILIARY TANKS. THE AUXILIARY TANKS WERE PLACARDED FOR USE IN LEVEL FLIGHT ONLY. THE RIGHT MAIN TANK WAS FOUND EMPTY, THE LEFT MAIN WAS ABOUT 1/4 FULL. THE PILOT REPORTED HE WAS UNABLE TO REMEMBER WHICH FUEL TANK WAS BEING USED DURING THE APPROACH. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE "OFF" POSITION. THE ENGINE WAS SUBSEQUENTLY GIVEN A TEST RUN AND OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 3019

12/29/82

CHICO,CA

A/C Reg. No. N4428D

Time (Lc1) - 1505 PST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

Finding(s)

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) 1,2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3096 12/30/82 COALINGA, CA A/C Reg. No. N6066K Time (Lc1) - 1430 PST

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

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL D-200-A4B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LOS BANOS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COALINGA, CA	Runway Ident - N/A
Wind Dir/Speed- 225 -UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 16000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 176
SE LAND	Months Since - UNK/NR	Make/Model- 157
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DUE TO VISIBILITY RESTRICTIONS CAUSED BY HAZE, HE WAS FLYING BY REFERENCE TO INTERSTATE HIGHWAY I-5 AT LOW ALTITUDE. HE ESTIMATED THAT THE VISIBILITY WAS BETWEEN 3 AND 5 MILES. AT THE INTERSECTION OF I-5 AND PANOCHE ROAD, THE AIRCRAFT STRUCK TWO POWER LINES, THEN CRASH LANDED. TWO MOTOR VEHICLES WERE DAMAGED BY A POWER LINE CABLE THAT WAS KNOCKED DOWN.

Brief of Accident (Continued)

File No. - 3096

12/30/82

COALINGA, CA

A/C Reg. No. N6066K

Time (Lc1) - 1430 PST

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

Finding(s)

1. WEATHER CONDITION - HAZE
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
-

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

-----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. - 3060 3/04/82 ASPEN, CO A/C Reg. No. N5755Q Time (Lcl) - 1450 MST

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

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

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

Make/Model	- MOONEY M20E	Eng Make/Model	- LYCOMING TS10-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- 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	DENVER, CO	Runway Ident
Wind Dir/Speed	- 315/030 KTS	ATC/Airspace	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 6050	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 300	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 800	Last 90 Days - 20
		Multi-Eng - 3000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TREE ON TOP OF A 12,000 FOOT MOUNTAIN AFTER IT HAD DEPARTED ASPEN, EN ROUTE TO DENVER. THE AIRCRAFT SHOULD HAVE CLIMBED OVER THE MOUNTAIN WITHOUT PROBLEMS. THE PILOT ONLY REMEMBERS THE AIRSPEED DECAYING AND LOWERING FULL FLAPS PRIOR TO COLLIDING WITH THE TREE. BOTH OCCUPANTS RECEIVED ONLY MINOR INJURIES DURING THE ACCIDENT DIED FROM HYPOTHERMIA BEFORE RESCUED 3 DAYS LATER. THE PILOT SURVIVED, BUT RECEIVED SERIOUS FROST BITE TO BOTH FEET.

Brief of Accident (Continued)

File No. - 3060

3/04/82

ASPEN, CO

A/C Reg. No. N5755Q

Time (Lcl) - 1450 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WEATHER CONDITION - DOWNDRAFT
 5. OBJECT - TREE(S)
-

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

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
 7. 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) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3027 4/06/82 NEAR SALIDA,CO A/C Reg. No. N74734 Time (Lc1) - 0835 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 1	0	0	0
Accident Occurred During - CRUISE					

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

Make/Model - MOONEY M20B	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SALIDA,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GUNNISON,CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 73	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3085
SE LAND	Months Since - 14	Make/Model- 672
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING SALIDA AT APPROXIMATELY 0820 THE PLT RADIOED OVER UNICOM THAT THE CLOUDS IN THE LOCAL AREA HAD BASES OF 12,500 FT MSL & TOPS AT 16,500 FT MSL. ABOUT 15 MIN LATER THE ACFT IMPACTED A MOUNTAIN AT THE 13,500 FT LEVEL. THERE WERE FLT PRECAUTIONS OVER & NEAR THE MOUNTAINS OF WYOMING & COLORADO FOR OCCASIONAL MODERATE TURBULENCE BELOW 20,000 FT WITH STRONG UP DRAFTS ALONG THE EASTERN SLOPES. ALSO MOUNTAINS OF WYOMING & COLORADO OCCASIONALLY OBSCURED ABOVE 7,000 TO 10,000 FT WITH CLOUDS & SNOW. AT 0845 A HELICOPTER PLT REPORTED UNABLE TO MAINTAIN VFR OVER THE CONTINENTAL DIVIDE FROM CORONA PASS TO ESTES PARK DUE TO BLOWING SNOW & CLOUDS OBSCURING THE MOUNTAINS. THE PAX HELD A COMMERCIAL CERTIFICATE WITH AN INSTRUMENT RATING BUT REPORTEDLY DID NOT MEET THE CURRENCY REQUIREMENTS FOR IFR FLT.

Brief of Accident (Continued)

File No. - 3027

4/06/82

NEAR SALIDA, CO

A/C Reg. No. N74734

Time (Lcl) - 0835 MST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - MOUNTAIN WAVE
 5. WEATHER CONDITION - TURBULENCE IN CLOUDS
 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 8. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Finding(s)

9. TERRAIN CONDITION - RISING
 10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3077 8/20/82 BROOMFIELD, CO A/C Reg. No. N3149Z Time (Lcl) - 1410 MST

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

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

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

Make/Model - QUICKSILVER MXII	Eng Make/Model - CUYUNA 430D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 660	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 30 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	JEFFERSON COUNTY AIRPORT
Wind Dir/Speed- 060/007 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3601/ 75
Cloud Conditions(1st) - UNK/NR	Type of Clearance - TOWER	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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 250
SE LAND	Months Since - UNK/NR	Make/Model- 57
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 57

Instrument Rating(s) - UNK/NR.

-----Narrative-----

REPORTEDLY, THE PILOT MADE AN INTERSECTION TAKEOFF FROM ABOUT MIDFIELD ON RUNWAY 02. HE STATED THAT HE TOOK OFF AT ROTATION SPEED PLUS 2 KTS. THE PASSENGER REPORTED THAT THEY REACHED ABOUT 40 FT AGL, THEN LOST LIFT AND BEGUN TO SETTLE. AS THE TWO-PLACE ULTRALIGHT AIRCRAFT SETTLED, IT WAS HEADED TOWARD AN AIRPORT NOISE ABATEMENT SIGN. THE PILOT ATTEMPTED TO TURN THE AIRCRAFT TO AVOID THE SIGN, BUT THE PLANE STRUCK IT HEAD-ON. AN INVESTIGATION REVEALED THAT THE PLANE WAS 10 LBS OVER ITS MAXIMUM GROSS WEIGHT AND THE DENSITY ALTITUDE WAS 8056 FT.

Brief of Accident (Continued)

File No. - 3077

8/20/82

BROOMFIELD, CO

A/C Reg. No. N3149Z

Time (Lcl) - 1410 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. OBJECT - APPROACH LIGHT/NAVAID
8. MANEUVER - DELAYED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - OBJECT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,8

Factor(s) relating to this accident is/are finding(s) 1,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3049 11/07/82 BROOMFIELD, CO A/C Reg. No. N1008Q Time (Lc1) - 1218 MST

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

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

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

Make/Model	- CESSNA 310H	Eng Make/Model	- CONTINENTAL IO-470-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 260 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BOISE, ID	
Completeness	Destination	Airport Data
Basic Weather	BROOMFIELD, CO	JEFFERSON COUNTY
Wind Dir/Speed	ATC/Airspace	Runway Ident
- 070/007 KTS	Type of Flight Plan	- 11L
Visibility	- NONE	Runway Lth/Wid
- 30.0 SM	Type of Clearance	- 7498/ 100
Cloud Conditions(1st)	- NONE	Runway Surface
- 20000 FT SCATTERED	Type Apch/Lndg	- ASPHALT
Cloud Conditions(2nd)	- VISUAL FULL CIRCUIT	Runway Status
- NONE		- DRY
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)	
ATP, CFI	Current - YES,	Total	- 2116
SE LAND, ME LAND	Months Since - 4	Make/Model	- 22
	Aircraft Type - UNK/NR	Instrument	- 342
		Multi-Eng	- 433

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS UNAIRWORTHY DUE TO LOW COMPRESSION ON TWO CYLINDERS ON THE LEFT ENG. A FERRY PERMIT WAS OBTAINED WHICH STIPULATES THAT THE ACFT BE AIRWORTHY FOR THE PROPOSED FLT. ACCORDING TO THE LEFT ENG LOGBOOK, THE LOW COMPRESSION PROBLEM WAS NOT CORRECTED PRIOR TO FLT. THE FLT WAS SEQUENCED INTO THE TRAFFIC PATTERN & REQUESTED TO REDUCE HIS AIRSPEED. THE PLT REPORTED ON A THREE MILE FINAL. APPROXIMATELY ONE MINUTE LATER THE FLT WAS CLEARED FOR LANDING. THE IMMEDIATE RESPONSE FROM THE PLT WAS THAT HE HAD JUST LOST THE LEFT ENG. A WITNESS OBSERVED THE ACFT ENTER A LEFT WING LOW, NOSE DOWN ATTITUDE & IMPACT THE GROUND. A COMPRESSION CHECK WAS PERFORMED ON THE LEFT ENG WITH THE FOLLOWING RESULTS: 35/80, 60/80, 10/80, 68/80, 0/80, & 60/80.

Brief of Accident (Continued)

File No. - 3049

11/07/82

BROOMFIELD, CO

A/C Reg. No. N1008Q

Time (Lc1) - 1218 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
 2. MAINTENANCE - NOT PERFORMED - COMPANY/OPERATOR MGMT
-

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

Finding(s)

3. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - DETERIORATED
 4. AIRSPEED(VMC) - NOT MAINTAINED - 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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3089 11/11/82 ENGLEWOOD, CO

A/C Reg. No. N274MA

Time (Lcl) - 1636 MST

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

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI
Type of Operation -NON SCHED, DOMESTIC, FERRY
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 - MITSUBISHI MU-2B-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11575
No. of Seats - 11

Eng Make/Model - AIRESEARCH TPE-33110501M
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 778 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DENVER, CO

Airport Proximity
ON AIRPORT

Airport Data

ARAPAHOE COUNTY
Runway Ident - 10
Runway Lth/Wid - 4900/ 62
Runway Surface - ASPHALT
Runway Status - SNOW - WET

Wind Dir/Speed- 280/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 1500 FT SCATTERED
Cloud Conditions(2nd) - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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, ATP, CFI
SE LAND, ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - MU-2B60

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11115
Make/Model- 2000
Instrument- 520
Multi-Eng - 5384
Last 24 Hrs - 2
Last 30 Days- 32
Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING REPOSITIONED FOR AN AIR TAXI OPERATION. THE PILOT BEGAN TAKING OFF ON A SLUSH COVERED RUNWAY. HE REPORTED THAT AS THE AIRCRAFT ACCELERATED, THE NOSEWHEEL BEGAN TO SLING WATER AND SLUSH OFF THE RUNWAY AND ONTO THE WINDSHIELD. HE RAISED THE NOSEWHEEL SLIGHTLY TO ELIMINATE THIS DISTRACTION. AT ABOUT THAT POINT, THE AIRCRAFT SWERVED TO THE RIGHT. REPORTEDLY, THE PILOT IMMEDIATELY MOVED BOTH POWER LEVERS BACK TO THE REVERSE TO ABORT. THE AIRCRAFT THEN SWERVED ABRUPTLY TO THE LEFT, BUT CONTINUED OFF THE RIGHT SIDE OF THE RUNWAY AND WENT DOWN AN EMBANKMENT. THE PILOT BROUGHT BOTH CONDITION LEVERS BACK TO THE EMERGENCY SHUT-OFF POSITION AS THE PLANE SKIDDED OFF THE RUNWAY. FROZEN SLUSH WAS FOUND ON THE AIRFRAME. A GRAYISH-WHITE RESIDUE, POSSIBLY FROM EVAPORATED WATER/STEAM WAS NOTED INSIDE THE EXHAUST STACK OF THE RIGHT ENG. BOTH PROP FEATHER VLVS WERE FOUND OPEN, BOTH ENG SHUT-OFF VLVS WERE CLOSED, BOTH PROP LATCH PINS WERE ENGAGED, BUT THE LEFT PROP WAS FEATHERED & THE RIGHT WAS IN FLAT PITCH.

Brief of Accident (Continued)

File No. - 3089

11/11/82

ENGLEWOOD, CO

A/C Reg. No. N274MA

Time (Lc1) - 1636 MST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. MISCELLANEOUS - FROZEN

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

Finding(s)

5. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
6. REVERSERS - SELECTED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
9. PROPELLER FEATHERING - INITIATED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3028 8/09/82 DANBURY,CT A/C Reg. No. N98841 Time (Lc1) - 0136 EDT

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

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

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

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520-M1	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 - YES
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WESTHAMPTON,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TETERBORO,NJ	DANBURY
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1000 FT OVERCAST	Type of Clearance - IFR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND,ME LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - PA-28R	Instrument- UNK/NR
		Multi-Eng - 200
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROACHING THE DESTINATION ARPT, THE PLT WAS ADVISED TO PLAN A VOR RWY 24 APPROACH & THAT HE WOULD BE TURNED JUST INSIDE THE FAF. AT 0055, NEWARK A/C IDENTIFIED THE ACFT 3 MI NORTH OF THE ARPT STILL AT 2,000 FT & ASKED THE PLT IF HE WAS ABLE TO EXECUTE THE APCH FROM THAT POINT. THE PLT REPLIED NEGATIVE, HE WAS IN THE CLOUDS & COULDN'T SEE THE RWY. THE PLT WAS THEN GIVEN TURNS FOR A VECTOR FOR AN ILS RWY 6 APCH. THE PLT DID NOT RESPOND TO SUBSEQUENT TRANSMISSIONS & AT 0104, KENNEDY APCH ADVISED NEWARK APCH THAT FOR SOME UNKNOWN REASON, THEY WERE WORKING THE ACFT. AT 0108 THE PLT RETURNED TO NEWARK APCH FREQ & WAS GIVEN VECTORS TO INTERCEPT THE LOCALIZER. SHORTLY THEREAFTER, NEWARK APCH LOST RADIO CONTACT WITH THE ACFT. BOTH NEWARK APCH & KENNEDY APCH WERE UNSUCCESSFUL IN RE-ESTABLISHING RADIO CONTACT WITH THE PLT. AT 0129 A TARGET WAS OBSERVED OVER WESTCHESTER COUNTY ARPT & AT 0132 THE ACFT WAS OVER DANBURY ARPT. THE ACFT IMPACTED A HILL AT AN ELEVATION OF 700 FT.

Brief of Accident (Continued)

File No. - 3028

8/09/82

DANBURY,CT

A/C Reg. No. N98841

Time (Lc1) - 0136 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - LOW CEILING
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - RISING
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. AIR/GROUND COMMUNICATIONS - NOT RECEIVED - PILOT IN COMMAND
9. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
10. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
11. 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) 11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3008 10/31/82 DURHAM,CT A/C Reg. No. N3983A Time (Lc1) - 1030 EST

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

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

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

Make/Model - FAIRCHILD M-62A-3	Eng Make/Model - RANGER 6-440-C2	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MERIDEN,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 10000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1195
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 300
		Instrument- 42
		Multi-Eng - 60
Instrument Rating(s) - NONE		Last 30 Days- 0
		Last 90 Days- 4

-----Narrative-----

DURING A CLIMB TO A HIGHER ALTITUDE THE ENGINE FAILED. THE PLT ATTEMPTED A 180 DEG TURN TO LAND AT AN ARPT BUT WAS UNABLE TO MAKE IT TO THE ARPT. THE ACFT TOUCHED DOWN APPROXIMATELY 15 FT BEFORE IMPACTING A BARN.

Brief of Accident (Continued)

File No. - 3008

10/31/82

DURHAM, CT

A/C Reg. No. N3983A

Time (Lc1) - 1030 EST

Occurrence #1 LOSS OF POWER
Phase of Operation 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 - ROLL

Finding(s)
2. OBJECT - BUILDING(NONRESIDENTIAL)

----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. - 3004 10/18/82 FORT LAUDERDALE, FL A/C Reg. No. N64419 Time (Lcl) - 1248 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - 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 - NO -N/A
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- 070/021 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 2000 FT BROKEN
Cloud Conditions(2nd) - 4000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - RAIN SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BIMINI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HOLLYWOOD INTERNATIONAL
Runway Ident - 09
Runway Lth/Wid - 5316/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	110	Last 24 Hrs -	1
Make/Model-	14		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

ENROUTE THE PLT ATTEMPTED UNSUCCESSFULLY TO CIRCUMNAVIGATE THE IFR WX THAT EXISTED ALONG HIS INTENDED ROUTE & THEN DECIDED TO RETURN TO FT. LAUDERDALE. AS THE ACFT DESCENDED OVER THE RWY THRESHOLD, IT WAS OBSERVED TO ROCK ITS WINGS SEVERAL TIMES AS IF THE PLT WAS HAVING PROBLEMS IN CONTROLLING THE ACFT IN THE EXISTING GUSTY WINDS. AFTER TOUCHDOWN, THE PLT ELECTED TO GO AROUND & INITIATED WHAT APPEARED TO BE A RIGHT STEEP CLIMBING TURN. WHILE STILL IN A STEEP RIGHT BANK THE ACFT CLIMBED OVER A LINE OF TREES ADJACENT TO THE RWY & WAS OBSERVED TO STALL.

Brief of Accident (Continued)

File No. - 3004

10/18/82

FORT LAUDERDALE, FL

A/C Reg. No. N64419

Time (Lc1) - 1248 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - RAIN
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. GO-AROUND - INITIATED - PILOT IN COMMAND
 6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3073 12/17/82 HOMESTEAD, FL A/C Reg. No. N81012 Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOCARATON, FL	HOMESTEAD MUNICIPAL
Wind Dir/Speed- 340/015 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - 20000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1496
SE LAND, ME LAND	Months Since - 3	Make/Model- 1076
	Aircraft Type - UNK/NR	Instrument- 291
		Multi-Eng - 46
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 186

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER DURING TAKEOFF AND THE PILOT MADE A HARD LANDING IN A PLOWED FIELD. THE MAGNETO CAM, P/N 10-349359-9, HAD SEPARATED THE SHAFT. BENDIX SERVICE BULLETIN #608 RECOMMENDING A CAM RETAINING SCREW HAD NOT BEEN ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 3073

12/17/82

HOMESTEAD, FL

A/C Reg. No. N81012

Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
2. MAINTENANCE, SERVICE BULLETINS - DISREGARDED - OTHER MAINTENANCE PSNL
3. IGNITION SYSTEM, MAGNETO - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3065 12/30/82 FT. LAUDERDALE, FL A/C Reg. No. N4055C Time (Lcl) - 1717 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	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	POMPANO BEACH, FL	FT. LAUDERDALE EXECUTIVE
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2185
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 140
		Instrument- 136
		Multi-Eng - 405
		Last 30 Days- UNK/NR
		Last 90 Days- 109
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE AIRCRAFT CRASHED WHILE THE PILOT WAS APPARENTLY ATTEMPTING TO RETURN TO LAND AFTER TAKEOFF. NO RADIO CALLS WERE MADE, BUT LANDING GEAR HAD BEEN LOWERED. HIGH SPEED AND EXCESSIVE RATE OF DESCENT ARE NOT CONSISTANT WITH A NORMAL OR EVEN EMERGENCY ATTEMPT TO LAND BY A QUALIFIED PILOT. NO MALFUNCTIONS OR DISCREPANCIES COULD BE FOUND TO EXPLAIN THE ABNORMAL FLIGHT PATTERN.

Brief of Accident (Continued)

File No. - 3065

12/30/82

FT. LAUDERDALE, FL

A/C Reg. No. N4055C

Time (Lc1) - 1717 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

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. - 3022 11/26/82 PINE MOUNTAIN,GA A/C Reg. No. N8451R Time (Lcl) - 0030 EST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During	-APPROACH			0	0	0	1	

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	GRIFFIN,GA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	HAMPTON,GA		CALLAWAY GARDENS	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 09
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5000/ 100
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 (BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 323	Last 24 Hrs - 1
SE LAND	Months Since - 12	Make/Model - 71	Last 30 Days - UNK/NR
	Aircraft Type - PA-28	Instrument - 0	Last 90 Days - 32

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO LOCAL WX CONDITIONS, THE ACFT WAS RECEIVING RADAR VECTORS TO COLUMBUS, GA. ENROUTE TO COLUMBUS, THE PLT ELECTED TO LAND AT THE CALLAY GARDENS-HARRIS COUNTY ARPT. DURING FINAL APPROACH, HE ENCOUNTERED A DOWNDRAFT & STRUCK SEVERAL TREES. HE THEN ADDED FULL POWER & WAS ABLE TO MAKE A NORMAL LANDING.

Brief of Accident (Continued)

File No. - 3022

11/26/82

PINE MOUNTAIN, GA

A/C Reg. No. N8451R

Time (Lc1) - 0030 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
 1. WEATHER CONDITION - DOWNDRAFT
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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) 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. - 3159 9/25/82 GULF OF MEXICO,GM A/C Reg. No. N5734N Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	2	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 7	Rated Power - 435 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	HI-ISLAND 508,GM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HI-ISLAND 536,GM	Runway Ident - N/A
Wind Dir/Speed- 330/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Cloud Conditions(1st) - 20 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1899
	Months Since - UNK/NR	Make/Model- 819
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 250
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 164
		Rotorcraft - 1899

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN APPROACH TO LAND ON THE LOWER PLATFORM OF AN OIL RIG, THE PILOT FAILED TO SEE AND AVOID GUY WIRES WHICH OBSTRUCTED THE APPROACH. AFTER CONTACTING THE WIRES, THE AIRCRAFT CRASHED UPRIGHT ON THE PLATFORM.

Brief of Accident (Continued)

File No. - 3159

9/25/82

GULF OF MEXICO, GM

A/C Reg. No. N5734N

Time (Lc1) - 1045 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION -
 2. PLANNING-DECISION - IMPROPER -
 3. OBJECT - WIRE, STATIC
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. OBJECT - AIRPORT FACILITY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3059 4/28/82 HAKALAU, HI A/C Reg. No. N6911 Time (Lc1) - 2134 HST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage							
	ON-DEMAND AIR TAXI	DESTROYED	Fatal	0	Serious	0	Minor	0	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	2	0	0	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0	0	0
Accident Occurred During	-DESCENT								

-----Aircraft Information-----

Make/Model	- BEECH E18S	Eng Make/Model	- P & W R-985-14B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 10	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HILO, HI	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	HONOLULU, HI	Runway Ident - N/A
Wind Dir/Speed - 270/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 1600 FT BROKEN	Type of Clearance - IFR	Runway Status - N/A
Cloud Conditions(2nd) - 3500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4200	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - 1	Make/Model - 775	Last 30 Days - 47
	Aircraft Type - BE-18S	Instrument - 250	Last 90 Days - UNK/NR
		Multi-Eng - 2335	
Instrument Rating(s) - AIRPLANE			

-----Narrative-----

THE AIRCRAFT DEPARTED HILO ON THE LAST LEG OF A 3 FLIGHT. A FEW MINUTES AFTER TAKEOFF, THE PILOT CALLED THE TOWER TO ASK FOR RETURN AND INDICATED HE HAD A DIFFICULTY. NO FURTHER TRANSMISSION WAS MADE. WITNESSES HEARD INTERMITTENT ENGINE SPUTTERING AND THEN THE WHINE OF A HIGH SPEED DIVE. THE AIRCRAFT IMPACTED IN A SUGAR CANE FIELD AT A STEEP ANGLE.

Brief of Accident (Continued)

File No. - 3059

4/28/82

HAKALAU, HI

A/C Reg. No. N6911

Time (Lc1) - 2134 HST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
2. LIGHT CONDITION - DARK NIGHT
3. AIRPLANE HANDLING - NOT MAINTAINED - 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3149 7/30/82 MARION,IL A/C Reg. No. N5746M Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -INSTRUCTIONAL - DUAL	NONE	Pass	0	0	2
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 310P	Eng Make/Model - CONTINENTAL IO-470-V0	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 - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILLIAMSON COUNTY
Wind Dir/Speed- 340/007 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6502/ 150
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 10500
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 630
		Instrument- 289
		Multi-Eng - 1798
		Last 30 Days- UNK/NR
		Last 90 Days- 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFTS RIGHT MAIN LANDING GEAR COLLAPSED DURING LANDING. THE INSTRUCTOR AND STUDENT WERE PRACTICING TOUCH AND GO LANDINGS WHEN THE ACCIDENT OCCURRED. EXAMINATION OF THE GEAR REVEALED THE TORQUE TUBE ASSEMBLY (P/N 504-5010-8) WAS BROKEN AT THE FORWARD AND REAR EAR. THERE WAS A PRE-EXISTING CRACK FORWARD AND THE REAR FAILED IN TENSION. THE TORQUE TUBE HAD 5706 HOURS FLIGHT TIME.

Brief of Accident (Continued)

File No. - 3149

7/30/82

MARION,IL

A/C Reg. No. N5746M

Time (Lc1) - 1530 CDT

Occurrence : MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - DUAL STUDENT
 2. LANDING GEAR,MAIN GEAR STRUT - FATIGUE
 3. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3147 8/01/82 ROCKFORD, IL A/C Reg. No. N5286L Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	4
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 5	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANCASTER, WI	COTTONWOOD
Wind Dir/Speed- 190/011 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 200
Cloud Conditions(1st) - 10000 FT BROKEN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 170
SE LAND	Months Since - 16	Make/Model- 170
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT BEGAN TO SETTLE OR MUSH AFTER TAKEOFF SO THE PILOT MADE A LANDING IN A SCHOOL YARD. POST ACCIDENT EXAMINATION FAILURE TO REVEAL ANY EVIDENCE OF ENGINE MALFUNCTION ALTHOUGH PILOT CLAIMED HE LOST POWER. THE AIRCRAFT WAS ABOUT 80 LBS. BELOW MAXIMUM GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 3147

8/01/82

ROCKFORD,IL

A/C Reg. No. N5286L

Time (Lc1) - 1730 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. STALL/MUSH - CONTINUED - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3181 8/18/82 ROCK FALLS, IL A/C Reg. No. N29660 Time (Lcl) - 1135 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- TAYLORCRAFT BL-65	Eng Make/Model	- LYCOMING O-145-B2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1420	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 - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/012 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 25000 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ROCK FALLS, IL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 445
SE LAND	Months Since - UNK/NR	Make/Model- 318
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT CAUGHT FIRE WHILE PERFORMING AEROBATICS AND CRASHED OUT OF CONTROL. GAS TANK CAP HAD COME OFF AND DURING INVERTED FLIGHT FUEL SPILLED OUT AND IGNITED.

Brief of Accident (Continued)

File No. - 3181

8/18/82

ROCK FALLS, IL

A/C Reg. No. N29660

Time (Lcl) - 1135 CDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FUEL SYSTEM, CAP - SEPARATION
 3. AEROBATICS - PERFORMED - PILOT IN COMMAND
 4. FUSELAGE - FIRE
 5. FLIGHT CONTROL SURFACES/ATTACHMENTS - FIRE
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3006 8/30/82 CHICAGO, IL A/C Reg. No. N38RM Time (Lcl) - 2330 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					1
					0

-----Aircraft Information-----

Make/Model - BEECH G18S	Eng Make/Model - P&W R-985-A14B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 10	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CINCINATI, OH	MIDWAY
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 13R
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6519/ 175
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12000
SE LAND, ME LAND	Months Since - 2	Make/Model- 12000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 12000
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 46
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

DURING TAKEOFF ON RUNWAY 13R, THE AIRCRAFT SWERVED TO THE LEFT JUST AS IT OBTAINED TAILWHEEL LIFT-OFF SPEED. THE AIRCRAFT THEN STRUCK A DIRT BANK AND WAS DAMAGED. BOTH THE PILOT AND THE AIRCRAFT OPERATOR STATED THAT THE LEFT MAIN TIRE LOST PRESSURE, BUT THEY WERE NOT ABLE TO DETERMINE WHY. ACCORDING TO THE 2330 WEATHER REPORT, THE WIND WAS FROM 040 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 3006

8/30/82

CHICAGO,IL

A/C Reg. No. N38RM

Time (Lc1) - 2330 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - CROSSWIND
3. LANDING GEAR,TIRE - FAILURE,PARTIAL
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3007 11/17/82 GRAYSLAKE, IL A/C Reg. No. N8259M Time (Lcl) - 1545 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	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	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	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	MINNEAPOLIS, MN		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	GRAYSLAKE, IL	CAMPBELL	
Wind Dir/Speed	- 170/008 KTS		Runway Ident	- 24
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 3278/ 40
Cloud Conditions(1st)	- 25000 FT SCATTERED	Type of Flight Plan	- NONE	
Cloud Conditions(2nd)	- NONE	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

-----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 - 86	Last 24 Hrs - 2
SE LAND	Months Since - 13	Make/Model - 18	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 5	Last 90 Days - 36
		Multi-Eng - 3	

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT LANDED ON RUNWAY 24 WITH A LEFT QUARTERING, GUSTY HEAD WIND AT 8 TO 10 KTS. THE PILOT REPORTED THAT DURING THE LANDING, THE AIRCRAFT SUDDENLY VEERED LEFT AND WENT OFF THE RUNWAY. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT HIT A DITCH/BANK AND THE NOSE GEAR FAILED. THE PILOT SUSPECTED THAT THE NOSEWHEEL STEERING FAILED OR MALFUNCTIONED. HOWEVER, A MECHANIC INSPECTED THE NOSE GEAR AND THE STEERING SYSTEM AND FOUND NO EVIDENCE OF ANY PREIMPACT MALFUNCTION.

Brief of Accident (Continued)

File No. - 3007

11/17/82

GRAYSLAKE, IL

A/C Reg. No. N8259M

Time (Lc1) - 1545 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation 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

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. - 3033 7/20/82 WINAMAC, IN A/C Reg. No. N6241Z Time (Lcl) - 1858 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -OTHER	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-25-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	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 - 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	GIMPLE
Wind Dir/Speed- 040/011 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 75
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 25000 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1144
SE LAND	Months Since - UNK/NR	Make/Model- 80
	Aircraft Type - PA-25	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING AERIAL APPLICATION MANEUVERS, & AFTER MAKING A LOW PASS DOWN THE RWY AT HIS PRIVATE AIRSTRIP, THE ENGINE QUIT. THE ACFT COLLIDED WITH 30-FT HIGH POWER LINES LOCATED AT THE END OF THE STRIP. A STATE TROOPER WHO ARRIVED AT THE SCENE 10 TO 15 MIN AFTER THE ACCIDENT STATED THERE WAS NO SMELL OF FUEL. THE PLT'S DAUGHTER STATED THAT THERE HAD BEEN SOME LABORERS WORKING NEAR THE FARM PRIOR TO THE ACCIDENT & THAT BOTH THE FARMS TRACTOR & CATERPILLAR HAD FUEL SIPHONED OUT OF THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 3033

7/20/82

WINAMAC, IN

A/C Reg. No. N6241Z

Time (Lc1) - 1858 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3010 12/30/82 JEFFERSONVILLE, IN A/C Reg. No. N9180G Time (Lcl) - 0945 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage,
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 182N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
LOUISVILLE, KY
Destination
BOWLING GREEN, KY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 802	Last 24 Hrs	- 0
Make/Model	- 140	Last 30 Days	- UNK/NR
Instrument	- 112	Last 90 Days	- 19
Multi-Eng	- 526		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE QUIT AT 2500 FEET AFTER TAKEOFF. THE PILOT COULD NOT RESTART ENGINE. A FORCED LANDING WAS MADE IN AN OPEN FIELD AND THE AIRCRAFT NOSED OVER DURING THE ROLLOUT. NO REASON FOR THE ENGINE POWER LOSS WAS DETERMINED.

Brief of Accident (Continued)

File No. - 3010

12/30/82

JEFFERSONVILLE, IN

A/C Reg. No. N9180G

Time (Lcl) - 0945 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT
3. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3160 5/26/82 MANGHAM, LA A/C Reg. No. N6303G Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation	Fire	Crew	0	0	0
Flight Conducted Under	ON GROUND	Pass	0	0	0
Accident Occurred During	-MANEUVERING				

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D23	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO	
No. of Seats - 1	Rated Power - 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3399
SE LAND	Months Since - 9	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 2376
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TURNING TO BEGIN A SWATH RUN AT ABOUT 200 FT AGL, A PROPELLER BLADE FAILED AND SEPARATED. SUBSEQUENTLY, THE ENGINE BEGAN A SEVERE VIBRATION AND ALSO SEPARATED. OIL COVERED THE WINDSHIELD AND PREVENTED FORWARD VISIBILITY. THE PILOT REPORTED THAT HE WAS TOO BUSY TRYING TO PUT OUT A FIRE TO DUMP HIS LOAD. DURING THE FORCED LANDING, THE AIRCRAFT COLLIDED WITH TREES, THEN IMPACTED THE GROUND. A METALLURGICAL EXAMINATION OF THE MCCAULEY MODEL P2A36098-8/S90AT-4 PROPELLER, PN 122A34098-4, REVEALED THAT IT FAILED FROM FATIGUE. THE PROPELLER HAD ABOUT 411 HRS TOTAL FLIGHT TIME SINCE NEW.

Brief of Accident (Continued)

File No. - 3160

5/26/82

MANGHAM, LA

A/C Reg. No. N6303G

Time (Lc1) - 1700 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
3. ENGINE ASSEMBLY - VIBRATION
4. ENGINE ASSEMBLY - SEPARATION
5. FLUID, OIL - LEAK
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OTHER
7. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation APPROACH

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. 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) 1,2

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3148 7/09/82 NEW ORLEANS, LA A/C Reg. No. N4737 Time (Lcl) - 1609 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
DOMESTIC/FLAG	DESTROYED		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	8	0	0
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	137	0	0
Accident Occurred During -TAKEOFF		Other	8	9	0
					7

-----Aircraft Information-----

Make/Model - BOEING 727-235	Eng Make/Model - P & W JT8D-7B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 172000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 145	Rated Power - 14000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	Runway Ident - 10
Wind Dir/Speed- 070/014 KTS	ATC/Airspace	Runway Lth/Wid - 9227/ 150
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Cloud Conditions(1st) - 4100 FT BROKEN	Type of Clearance - UNK/NR	Runway Status - WET
Cloud Conditions(2nd) - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 11727
SE LAND, ME LAND	Months Since - 6	Make/Model- 10595
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 47
		Last 90 Days- 212

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT, PAN AM FLT 759, WAS ON A SCHEDULED FLT FROM MIAMI, FL TO LAS VEGAS, NV, WITH AN EN ROUTE STOP AT NEW ORLEANS, LA. WITH AN ACFT GROSS WT OF APRX 170,000 LBS, THE CAPT WAS REQUIRED TO USE RWY 10 FOR TKOF. VIP LVL 3 WX ECHOS WERE LOCATED EAST OF THE RWY, BUT NO LIGHTNING OR THUNDER WAS EVIDENT. THERE WERE SHOWERS OVR THE EAST END OF THE RWY & THE WINDS WERE GSTY, VARIABLE & SWIRLING. AFTR TAKOF, THE ACFT CLIMBED TO APRX 95 TO 150 AGL, THEN BGN TO DESCEND. THE ACFT STRUCK TREES APRX 2376 FT BYD THE DEP END OF THE RWY, ABOUT 50 FT AGL, THEN CONTD ANOTHER 2234 FT, HITTING TREES & HOUSES. THE ACFT WAS DESTROYED BY IMPACT, EXPLOSION & FIRE. AN INVESTIGATION REVEALED THE ACFT HAD ENCTRD A DECREASING HDWND SHEAR CAUSED BY DIVERGING FLOW FROM A MICROBURST WHICH OCCURRED ON THE ARPT. THE WND SHEAR WAS NOT DETECTED BY THE LOW LVL WND SHEAR ALERT SYS TIL AFTER FLT 759 BGN ITS TKOF.

Brief of Accident (Continued)

File No. - 3148

7/09/82

NEW ORLEANS, LA

A/C Reg. No. N4737

Time (Lc1) - 1609 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. METEOROLOGICAL SERVICES - INADEQUATE
2. WEATHER CONDITION - WEATHER CONDITION
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - DOWNDRAFT
5. WEATHER CONDITION - WINDSHEAR
6. WEATHER CONDITION - UNFAVORABLE WIND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3190 9/14/82 NEW IBERIA, LA A/C Reg. No. N2677K Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 180K	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	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 - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PATTERNSON, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HIGH ISLAND, TX	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 10000 FT UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6280
SE LAND, SE SEA	Months Since - 13	Make/Model- 3650
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ENCOUNTERED DETREIORATING VISIBILITY DUE TO FOG & HAZE & DECIDED TO MAKE A PRECAUTIONARY LANDING ON THE INTRACOASTAL WATERWAY. THE PLT STATED HE WAS BLINDED BY THE REFLECTED LIGHT WHEN HE TURNED ON HIS LANDING LIGHT & DID NOT SEE THE PILINGS WHICH CAUGHT THE ACFT'S LEFT WING.

Brief of Accident (Continued)

File No. - 3190

9/14/82

NEW IBERIA, LA

A/C Reg. No. N2677K

Time (Lc1) - 2030 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - HAZE
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. 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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3186 12/12/82 NEW ORLEANS, LA A/C Reg. No. N1026K Time (Lcl) - 1250 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	UNK/NR	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- LUSCOMBE 8A	Eng Make/Model	- CONTINENTAL A-65	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1260	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing - FSS		Last Departure Point	ON AIRPORT	
Method - TELEPHONE		SAME AS ACC/INC		
Completeness - UNK/NR		Destination	Airport Data	
Basic Weather - VMC		LOCAL	LAKEFRONT	
Wind Dir/Speed	- 340/011 KTS	ATC/Airspace	Runway Ident	- 27
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid	- 3100/ 75
Cloud Conditions(1st)	- 2500 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 25000 FT BROKEN	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 9525	Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 1225	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 280	Last 90 Days - 110
		Multi-Eng - 350	
Instrument Rating(s)	- AIRPLANE		

-----Narrative-----

PILOT USED BRAKES TO ATTEMPT TO STRAIGHTEN AIRCRAFT VEERING IN CROSSWIND AND AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 3186

12/12/82

NEW ORLEANS, LA

A/C Reg. No. N1026K

Time (Lc1) - 1250 CST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3021 11/23/82 EDGEWATER, MD A/C Reg. No. N2806V Time (Lcl) - 1720 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - APPROACH			0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FORT MEADE, MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2500/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 4	Make/Model- 83
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

APPROXIMATELY 45 MIN AFTER TAKEOFF, THE ENG STARTED TO RUN ROUGH. THE PLT HEADED TOWARD THE NEAREST ARPT WITH THE ENG STILL RUNNING ROUGH. THE PLT ENTERED DOWNWIND & PROCEEDED TO FOLLOW A NORMAL LANDING PATTERN. AS HE TURNED FINAL, THE ENG QUIT COMPLETELY. THE ACFT HIT TREE TOPS & CAME TO REST IN A SHALLOW CREEK. THE WINGS WERE NOT IN THE WATER. PRIOR TO REMOVING THE ACFT, APPROXIMATELY 1/2 TO 1 OZ OF WATER WAS DRAINED FROM EACH WING. ENG EXAMINATION REVEALED THAT THE TOP PISTON RING FROM CYLINDERS 2 & 4 WERE BROKEN. THE PLT HAD RECEIVED HIS PRIVATE CERTIFICATE 7/82. HE STATED THAT HE HAD NOT PRACTICED A PRECAUTIONARY APPROACH SINCE HIS STUDENT DAYS, & EVEN THOSE WERE DONE TO A MINIMUM ALTITUDE OF SEVERAL HUNDRED FEET. HE ALSO STATED THAT HE HAD NOT BEEN INSTRUCTED ON PRECAUTIONARY APPROACH PROCEDURES WITH ROUGH RUNNING ENGINES OR WITH PARTIAL POWER LOSS.

Brief of Accident (Continued)

File No. - 3021

11/23/82

EDGEWATER,MD

A/C Reg. No. N2806V

Time (Lcl) - 1720 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - WATER
2. ENGINE ASSEMBLY,RING - FAILURE,TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,INADEQUATE INITIAL TRAINING - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3100 12/02/82 OCEAN CITY, MD A/C Reg. No. N5284P Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage UNK/NR		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -UNKNOWN			1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SHIPPENVILLE, PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	LEONARDTOWN, MD	Runway Ident - N/A
Wind Dir/Speed - CALM		Runway Lth/Wid - N/A
Visibility - UNK/NR	ATC/Airspace	Runway Surface - N/A
Cloud Conditions(1st) - 200 FT OBSCURED	Type of Flight Plan - NONE	Runway Status - N/A
Cloud Conditions(2nd) - OBSCURED	Type of Clearance - NONE	
Obstructions to Vision - FOG	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1000
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PASSENGER BODIES WERE RECOVERED FROM THE ATLANTIC OCEAN NEAR OCEAN CITY, MD. BOTH PERSONS HAD DIED OF DROWNING WITHOUT SERIOUS TRAUMATIC INJURIES. THE AIRCRAFT WAS NOT RECOVERED. LOW CEILINGS AND VISIBILITIES WERE REPORTED IN THE AREA THROUGHOUT THE DAY AND EVENING. ACCORDING TO A MEDICAL EXAMINER'S ESTIMATE, THE OCCUPANTS HAD BEEN IN THE WATER ABOUT SIX HOURS WHEN THEY WERE FOUND AT 2314 EST. THE PILOT WAS NOT INSTRUMENT RATED AND THE AIRCRAFT WAS NOT EQUIPPED FOR INSTRUMENT FLIGHT.

Brief of Accident (Continued)

File No. - 3100

12/02/82

OCEAN CITY, MD

A/C Reg. No. N5284P

Time (Lc1) - UNK/NR

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
-

----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. - 3173 10/29/82 AUGUSTA, ME A/C Reg. No. N90439 Time (Lcl) - 0957 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - TED SMITH 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 030/014 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 500 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO, NJ

Destination
AUGUSTA, ME

Airport Proximity
ON AIRPORT

Airport Data

AUGUSTA STATE
Runway Ident - 35
Runway Lth/Wid - 5149/ 150
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - ADF

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 55
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2659	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT LOST CONTROL OF HIS AIRCRAFT DURING LOW ALTITUDE MANEUVERS TO ALIGN THE AIRCRAFT FOR LANDING. THE LOW CEILING AND RISING TERRAIN AROUND THE AIRPORT INFLUENCED THE PILOTS DECISIONS TO MAKE TIGHT TURNS AT LOW ALTITUDE. THE AIRCRAFT WAS STALLED AND ROLLED INVERTED ONTO THE RUNWAY DURING A TURN.

Brief of Accident (Continued)

File No. - 3173

10/29/82

AUGUSTA, ME

A/C Reg. No. N90439

Time (Lc1) - 0957 EDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. STALL/SPIN - UNCONTROLLED - 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) 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. - 3005 8/14/82 SAGINAW, MI A/C Reg. No. N4VB Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -TEST	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - VON BERG VEE BEE 4	Eng Make/Model - CONTINENTAL C-90.	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 95 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	HARRY BROWN
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500 -UNK/NR
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 434
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE HOME BUILT AIRCRAFT WAS MAKING A HIGH SPEED TAXI RUN WHEN THE AIRCRAFT INADVERTENTLY BECAME AIRBORNE. THE PLANE CLIMBED TO ABOUT 100 FT AGL AND THEN THE ENGINE LOST POWER. DURING LANDING, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PILOT STATED THAT THE LANDING FLARE WAS INCOMPLETE. ALSO, HE STATED THAT THE ENGINE LOST POWER DUE TO FUEL STARVATION. ADDITIONALLY, HE REPORTED THAT THE ELECTRIC AUX PUMP WAS NOT ON, THE FUEL LEVELS WERE LOW, THE FRONT FUEL TANK WAS NOT ON AND THE PITCH TRIM HAD BEEN PRESET FOR A CLIMB.

Brief of Accident (Continued)

File No. - 3005

8/14/82

SAGINAW,MI

A/C Reg. No. N4VB

Time (Lc1) - 1530 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL SUPPLY - INADEQUATE - 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)

5. 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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3016 6/12/82 CEDAR, MN A/C Reg. No. N5099 Time (Lc1) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - MANEUVERING					

-----Aircraft Information-----

Make/Model - MCCLARY MONG SPORT	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CEDAR, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT ENTER A STEEP NOSE DOWN ATTITUDE & SLOW SPIRAL FROM WHICH THE ACFT DID NOT RECOVER.

Brief of Accident (Continued)

File No. - 3016

6/12/82

CEDAR, MN

A/C Reg. No. N5099

Time (Lc1) - 1900 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3038 11/28/82 KANSAS CITY, MO A/C Reg. No. N8189H Time (Lcl) - 1447 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34	Eng Make/Model - CONTINENTAL TS10-360-EB1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OKMULGEE, OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHILLICOTHE, MO	
Wind Dir/Speed- 260/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 700 FT BROKEN	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - 1100 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1568
SE LAND, ME LAND, SE SEA	Months Since - 20	Make/Model - 100
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 256
GLIDER		Multi-Eng - 165
FREE BALLOON		Last 24 Hrs - UNK/NR
Instrument Rating(s) - AIRPLANE		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 51

-----Narrative-----

DRG THE 1027 WX BRIEFING, THE PLT WAS ADVISED THAT KANSAS CITY WAS REPORTING VERY LIGHT RIME ICING FROM 4,000 TO 11,000 FT & A PIREP OF LIGHT TO MODERATE RIME ICE BETWEEN 6,000 & 8,000 FT 30 MI SOUTH OF KANSAS CITY. THE PLT ANNOUNCED HIS INTENTIONS OF CANCELLING THE PROPOSED FLT & GOING THE NEXT DAY. AT 1101, HE CONTACTED FSS & STATED HE NEEDED TO GO, & INITIATED A RESERVATION & FLT PLAN. AT 1217, HE RECEIVED A WX UPDATE WHICH INDICATED HE COULD EXPECT ICING DESCENDING THROUGH THE CLOUDS. ENROUTE, WHILE ON TOP AT 11,000 FT, THE PLT DIVERTED TO KANSAS CITY. WHEN CLEARED TO DESCEND, THE PLT STATED HE WAS STILL IN THE CLOUDS & STILL GETTING ICE & WANTED TO STAY AT 11,000 FT UNTIL HE GOT OUT OF THE CLOUDS. AT 1439, HE WAS ADVISED THAT HE WOULD HAVE TO START HIS DESENT PRETTY QUICK AS HE WAS 13 MI FROM THE OUTER MARKER. DURING DESCENT, THE ACFT DISAPPEARED FROM RADAR & WAS OBSERVED COMING OUT OF THE OVERCAST ALMOST STRAIGHT DOWN. THERE WAS NO ICE OBSERVED ON THE THE ACFT. THE ACFT WAS NOT DE-ICE EQUIPPED. THE LANDING GR WERE IN THE DOWN POSITION.

Brief of Accident (Continued)

File No. - 3038

11/28/82

KANSAS CITY,MO

A/C Reg. No. N8189H

Time (Lc1) - 1447 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)

4. AIRPLANE HANDLING - IMPROPER - 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

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. - 3011 12/18/82 WEST PLAINS, MO A/C Reg. No. N56689 Time (Lcl) - 1550 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	ON GROUND	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - 1500 FT SCATTERED</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 SAME AS ACC/INC</p> <p>Destination SPRINGFIELD, MO</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 WEST PLAINS MUNI</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1067</p> <p>Make/Model- 58</p> <p>Instrument- UNK/NR</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 21</p>
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Instrument Rating(s) - NONE

-----Narrative-----

EARLIER IN THE DAY, THE PILOT HAD LANDED ON A HIGHWAY AFTER THE AIRCRAFT RAN LOW ON FUEL. HE PURCHASED 15 GAL OF AUTOMOBILE FUEL AND PUT IT IN THE AIRCRAFT FUEL TANKS. HE THEN TOOK OFF FROM THE HIGHWAY, FLEW TO AN AIRPORT AND ADDED AN ADDITIONAL 20 GAL OF 100LL, AVIATION FUEL. DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 150 TO 200 FT AGL. SUBSEQUENTLY, ONE WING WAS TORN OFF DURING A FORCED LANDING AND THE PLANE BURNED. A WITNESS STATED THAT THE AIRCRAFT USED ALL OF THE 3100 FT RUNWAY DURING THE TAKEOFF. WATER WAS FOUND IN THE CARBURETOR BOWL; HOWEVER, THE FUEL LINES WERE DAMAGED AND WATER COULD HAVE ENTERED DURING THE FIRE FIGHTING OPERATIONS.

Brief of Accident (Continued)

File No. - 3011

12/18/82

WEST PLAINS, MO

A/C Reg. No. N56689

Time (Lcl) - 1550 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED
2. FLUID, FUEL - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3055 4/06/82 MISSOULA, MT A/C Reg. No. N999LS Time (Lcl) - 2046 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 320F	Eng Make/Model - CONTINENTAL TSIO-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEATTLE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	MISSOULA, MT	MISSOULA COUNTY
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9499/ 150
Cloud Conditions(1st) - OBSCURED	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 1200 FT OBSCURED	Type Apch/Lndg - ILS - COMPLETE	Runway Status - SLUSH
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - UNK/NR	Total - 1615
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 108
	Aircraft Type - UNK/NR	Instrument - 290
		Multi-Eng - 122
		Last 24 Hrs - 2
		Last 30 Days - 6
		Last 90 Days - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL FOR AN ILS-2 APPROACH TO RUNWAY 11, THE PILOT WAS ADVISED TO HOLD AT THE KONA NDB WHILE SNOWPLOWS FINISHED CLEARING THE RUNWAY. AT THAT TIME, THE MISSOULA WEATHER WAS 1200 FT OBSCURED, 2 MI VISIBILITY WITH LIGHT SNOW AND FOG, TEMPERATURE AND DEW POINT WERE 32 AND 30 DEG RESPECTIVELY. ABOUT 1 MIN AFTER REACHING THE KONA NDB, THE PILOT DECLARED AN EMERGENCY AND REPORTED THAT BOTH ENGINES WERE BEGINNING TO LOSE POWER. AT THAT TIME, HE WAS CLEARED FOR AN IMMEDIATE APPROACH. SUBSEQUENTLY, THE PLANE COLLIDED WITH TREES AND CRASHED BETWEEN THE KONA NDB AND THE ILS OUTER MARKER. DURING AN INVESTIGATION, ALL FUEL TANKS WERE FOUND RUPTURED, BUT FUEL STAINS WERE FOUND BY BOTH TIP TANKS. NO PREIMPACT, MECHANICAL FAILURES WERE FOUND. BOTH ALTERNATE AIR HANDLES WERE FOUND CLOSED. JUST PRIOR TO CRASHING, WITNESSES HEARD THE PLANE AT LOW ALTITUDE. THEY REPORTED THAT 1 OR MORE ENGINES WERE RUNNING AND HEAVY SNOW WAS FALLING AND BLOWING.

Brief of Accident (Continued)

File No. - 3055

4/06/82

MISSOULA, MT

A/C Reg. No. N999LS

Time (Lc1) - 2046 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - HOLDING(IFR)

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 - SNOW
6. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

7. INDUCTION AIR CONTROL - OTHER
8. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
9. FUEL SYSTEM, RAM AIR - ICE

Occurrence #3 FORCED LANDING
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

10. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

12. 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) 8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3061 6/21/82 DILLON, MT A/C Reg. No. N47271 Time (Lcl) - 0750 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
ON-DEMAND AIR TAXI	DESTROYED		Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Crew	1	0	0
Flight Conducted Under	-14 CFR 135	Pass	2	1	0
Accident Occurred During	-MANEUVERING				

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA-315B	Eng Make/Model - TURBO MECA ARTOUSTE IIIB	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 562 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- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 6853	Last 24 Hrs - 5
SE LAND	Months Since - UNK/NR	Make/Model- 207	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 226	Last 90 Days- 250
		Multi-Eng - UNK/NR	Rotorcraft - 6913

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MANEUVERED THE HELICOPTER CLOSE TO THE GROUND TO "SPOOK" AN ANTELOPE. AFTER A SERIES OF TURNS, THE AIRCRAFT TOUCHED DOWN ON BOTH SKIDS AND CONTINUED FORWARD 246 FT BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 3061

6/21/82

DILLON,MT

A/C Reg. No. N47271

Time (Lcl) - 0750 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. OBJECT - ANIMAL(S)
3. BUZZING - CONTINUED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3067 6/24/82 NEAR RINGLING,MT A/C Reg. No. N4538S Time (Lc1) - 0600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -MANEUVERING			5	0	0	0

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA-12	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3412	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 - IN PERSON	LEWISTON,MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SALT LAKE CITY,UT	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 6000 FT OBSCURED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 8000 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - ICE CRYSTALS		
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 - UNK/NR	Total - 786
SE LAND	Months Since - UNK/NR	Make/Model- 76
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ALTHOUGH IMC EXISTED OVER MOUNTAINOUS AREAS, THE PLT ATTEMPTED A VISUAL FLT DIRECT TO SALT LAKE CITY. THE PROBABLE FLT PATH OF THE ACFT WAS ONE WHICH IS USUALLY FLOWN BY PLTS ON VFR FLTS. THE COURSE TAKEN BY PLTS DESIRING TO CROSS OVER THE MOUNTAIN RIDGES WEST OF BOZEMAN,MT IS TO FOLLOW THE RAILROAD TRACKS SW OUT OF RINGLING. THE RAILROAD TRACKS LIE ALONG THE BOTTOM OF A VALLEY GENERALLY ON A HEADING OF 270 DEG BETWEEN TOWERING MOUNTAINS. THE MONTANA AERONAUTICAL CHART FOUND IN THE WRECKAGE INDICATED HIGH TERRAIN AT THE END OF THE VALLEY WHICH WOULD HAVE BEEN OBSCURED IN CLOUDS. THE ACFT COLLIDED WITH A MOUNTAIN AT THE 6900 FT LEVEL WHILE ON A SOUTHERLY HEADING.

Brief of Accident (Continued)

File No. - 3067

6/24/82

NEAR RINGLING, MT

A/C Reg. No. N4538S

Time (Lc1) - 0600 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - OBSCURATION
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - HIGH TERRAIN
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3078 9/22/82 NEAR DARBY, MT A/C Reg. No. N32180 Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation	-PERSONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					None
						1
						1

-----Aircraft Information-----

Make/Model	- PIPER PA-28-151	Eng Make/Model	- LYCOMING O-540	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	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	MISSOULA, MT	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	DARBY, MT	WILCOX-SHOOK MT. RESORT
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 50.0 SM	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	- 15000 FT	Type of Flight Plan	- 21
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- 2550/ 60
Obstructions to Vision	- NONE	Type Apch/Lndg	- GRAVEL
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 5	63
	Aircraft Type	- UNK/NR	Instrument-
			3
			Last 24 Hrs
			- 4
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 23

Instrument Rating(s) - NONE

-----Narrative-----

SINCE THE SHOOK MOUNTAIN RESORT AIRPORT WAS NEW TO THE PILOT, HE CALLED THE AIRPORT TO GET FURTHER INFORMATION. HE STATED THAT THE PERSON WHO ANSWERED REPORTED IT WAS A NICE DAY AND THE WIND SOCK HAD BLOWN DOWN. DURING ARRIVAL, HE APPROACHED FROM THE NORTHEAST. HE STATED THAT BEFORE LANDING, THE RUNWAY LOOKED TO BE A BEAUTIFUL 4000 FT PLUS STRIP, BUT DURING THE LANDING, HE NOTICED A FENCE ACROSS WHAT HE THOUGHT WAS NEAR THE MIDDLE OF THE RUNWAY. BY THIS TIME, THERE WAS INSUFFICIENT ROOM TO STOP OR GO AROUND WITHOUT HITTING THE FENCE. THE PILOT NOTED THAT THE SECTIONAL CHART SHOWED THE RUNWAY WAS 2500 FT LONG, BUT HIS FLIGHT GUIDE INDICATED IT WAS 3150 FT LONG. AN INVESTIGATION REVEALED THAT YEARS EARLIER, THE RUNWAY HAD BEEN NEARLY 4000 FT LONG. THE LAST PORTION OF THE RUNWAY WAS ON A FARMER'S LAND AND HAD BEEN CONVERTED TO OTHER PURPOSES. THE CLOSED PORTION HAD BEEN X-ED AND PILES OF SHRUBS HAD BEEN PLACED ON IT. THE OPEN PORTION WAS 2550 FT LONG. THE PILOT DID NOT CIRCLE OR ENTER A NORMAL PATTERN BEFORE LANDING.

Brief of Accident (Continued)

File No. - 3078

9/22/82

NEAR DARBY, MT

A/C Reg. No. N32180

Time (Lcl) - 1330 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3013 6/15/82 ASHEVILLE, NC A/C Reg. No. N6545K Time (Lcl) - 1335 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Injuries			
Type of Operation - INSTRUCTIONAL - DUAL	Fire	0	Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	ON GROUND	Crew 0	2	0	0	
Accident Occurred During - CLIMB		Pass 0	1	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HENDERSONVILLE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4000 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 990
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32	Make/Model- 300
		Instrument- 86
		Multi-Eng - 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT REPORTEDLY INVOLVED MOUNTAIN FLYING TECHNIQUES. THE STUDENT OBSERVED THAT THE ACFT WAS NOT CLIMBING NORMALLY & THE CFI SUGGESTED THEY SLOW TO 70K. THE STUDENT STARTED A TURN TOWARD A WIDE VALLEY BUT THE CFI URGED HIM TO CONTINUE TOWARD THE MTNS WHICH TOOK THE ACFT INTO A NARROWER VALLEY & RISING TERRAIN. AFTER THE STUDENT REPORTED THAT THE ACFT WAS NOT CLIMBING AT ALL THE CFI TOOK CONTROL. HE WAS UNABLE TO RE-ESTABLISH A CLIMB & REPORTED THAT A TURN-AROUND WAS NO LONGER A SAFE MANEUVER. HE SLOWED THE ACFT & MUSHED INTO THE TREES. THE CFI REPORTED HE ADDED CARB HEAT WHEN THEY WERE NO LONGER ABLE TO CLIMB, BUT AFTER NOTICING AN RPM DROP IN 15 SECS HE SWITCHED CARB HEAT TO COLD. HE SLOWED THE ACFT TO 57-58K & EXTENDED 10 DEG OF FLAPS. THE C-172P POH INDICATES THAT THE BEST ANGLE OF CLIMB SPEED(VX) VARIES FROM 60-65K FROM SL TO 10,000 FT. IT SUGGESTS FLAPS UP TO OBTAIN BEST ANGLE PERFORMANCE. THE ACFT CAME TO REST INVERTED WHICH LEFT THE OCCUPANTS INVERTED & THEY REPORTEDLY HAD DIFFICULTY IN RELEASING THEIR SEAT BELT BUCKLES.

Brief of Accident (Continued)

File No. - 3013

6/15/82

ASHEVILLE, NC

A/C Reg. No. N6545K

Time (Lc1) - 1335 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - DOWNDRAFT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
7. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
8. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND(CFI)
9. AIRSPEED - IMPROPER - PILOT IN COMMAND(CFI)
10. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND(CFI)
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3032 11/06/82 ELIZABETH CITY, NC A/C Reg. No. N13MJ Time (Lcl) - 0910 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -MILITARY	Fire	Crew	0	0	0	2	
Flight Conducted Under -	NONE	Pass	0	0	0	2	
Accident Occurred During -CRUISE		Other	0	0	0	7	

-----Aircraft Information-----

Make/Model - GATES LEARJET 24D	Eng Make/Model - GE CJ610	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 13500	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 8	Rated Power - 2950 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- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7500
SE LAND,ME LAND	Months Since - 2	Make/Model- 1000
HELICOPTER	Aircraft Type - LEAR-24	Instrument- UNK/NR
		Multi-Eng - 3000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE TWO ACFT WERE ESTABLISHED AT 14,000 FT DURING A TARGET TOWING OPERATION, N13MJ(LEAD ACFT) MAINTAINED STRAIGHT & LEVEL FLT ON AUTOPILOT WHILE N47MJ(CHASE) CAME UP ALONG THE LEFT SIDE TO OBSERVE THE TARGET ON THE LEFT WING. WHILE MOVING FORWARD & LOOKING OUT THE RIGHT WINDOW TO SEE A LIGHT ON THE TARGET, THE CHASE PLT LOST SIGHT OF THE LEAD ACFT. HE REDUCED PWR, & IN THE PROCESS OF BACKING AWAY, THE CHASE ACFT STRUCK THE TOP OF THE FLYING TAIL OF THE LEAD ACFT WITH ITS RADOME JAMMING THE FLYING TAIL. THE LEAD ACFT PITCHED DOWN, LOST ABOUT 6,000 FT & THEN RECOVERED. DURING THE EMERGENCY LANDING OF THE LEAD ACFT, IT PITCHED OVER WHEN THE GEAR WAS EXTENDED ON SHORT FINAL, STRUCK THE GROUND HARD SHORT OF THE RWY, BOUNCED, & STARTED PORPOISING. AS THE PLT ADDED POWER FOR A GO-AROUND, THE ACFT STARTED TO ROLL. PWR WAS REDUCED & ABOUT 5,000 FT DOWN THE RWY, THE GEAR COLLAPSED CAUSING THE ACFT TO VEER OFF THE RWY. THE PLT OF THE CHASE ACFT WAS NOT MILITARY TRAINED & HAD NO FORMAL FORMATION FLIGHT TRAINING.

Brief of Accident (Continued)

File No. - 3032

11/06/82

ELIZABETH CITY, NC

A/C Reg. No. N13MJ

Time (Lc1) - 0910 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - PILOT OF OTHER AIRCRAFT
2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

4. HORIZONTAL STABILIZER SURFACE - DISTORTED
5. FLIGHT CONTROL, ELEVATOR - JAMMED

Occurrence #3 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #5 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. GO-AROUND - INITIATED - PILOT IN COMMAND
8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
9. LANDING GEAR, MAIN GEAR - OVERLOAD
10. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
11. LANDING GEAR, NOSE GEAR - OVERLOAD
12. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3032 11/06/82 ELIZABETH CITY, NC A/C Reg. No. N47MJ Time (Lcl) - 0910 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-MILITARY	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-	Fire	Crew 0	0	0	2
Accident Occurred During	-CRUISE	NONE	Pass 0	0	0	5
			Other 0	0	0	4

-----Aircraft Information-----

Make/Model - GATES LEARJET 25	Eng Make/Model - GE CJ610	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 15000	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 10	Rated Power - 2950 LBS THRUST	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</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 - 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,SE SEA,ME SEA</p> <p>HELICOPTER</p> <p>GLIDER</p> <p>Instrument Rating(s) - AIRPLANE</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - LEAR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 17000</p> <p>Make/Model- 4500</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 30</p> <p>Rotorcraft - UNK/NR</p>
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-----Narrative-----

AFTER THE TWO ACFT WERE ESTABLISHED AT 14,000 FT DURING A TARGET TOWING OPERATION, N13MJ(LEAD ACFT) MAINTAINED STRAIGHT & LEVEL FLT ON AUTOPILOT WHILE N47MJ(CHASE) CAME UP ALONG THE LEFT SIDE TO OBSERVE THE TARGET ON THE LEFT WING. WHILE MOVING FORWARD & LOOKING OUT THE RIGHT WINDOW TO SEE A LIGHT ON THE TARGET, THE CHASE PLT LOST SIGHT OF THE LEAD ACFT. HE REDUCED PWR, & IN THE PROCESS OF BACKING AWAY, THE CHASE ACFT STRUCK THE TOP OF THE FLYING TAIL OF THE LEAD ACFT WITH ITS RADOME JAMMING THE FLYING TAIL. THE LEAD ACFT PITCHED DOWN, LOST ABOUT 6,000 FT & THEN RECOVERED. DURING THE EMERGENCY LANDING OF THE LEAD ACFT, IT PITCHED OVER WHEN THE GEAR WAS EXTENDED ON SHORT FINAL, STRUCK THE GROUND HARD SHORT OF THE RWY, BOUNCED, & STARTED PORPOISING. AS THE PLT ADDED POWER FOR A GO-AROUND, THE ACFT STARTED TO ROLL. PWR WAS REDUCED, & ABOUT 5,000 FT DOWN THE RWY, THE GEAR COLLAPSED CAUSING THE ACFT TO VEER OFF THE RWY. THE PLT OF THE CHASE ACFT WAS NOT MILITARY TRAINED & HAD NO FORMAL FORMATION FLIGHT TRAINING.

Brief of Accident (Continued)

File No. - 3032

11/06/82

ELIZABETH CITY, NC

A/C Reg. No. N47MJ

Time (Lc1) - 0910 EST

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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. - 3066 11/12/82 BREVARD, NC A/C Reg. No. N59771 Time (Lcl) - 0514 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass		0	0	0	0
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- YES
No. of Seats	- 2	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	COLUMBUS, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ASHEVILLE, NC	Runway Ident - N/A
Wind Dir/Speed - 180/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 1500 FT OVERCAST	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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, COMMERCIAL	Current - YES	Total - 3300
SE LAND, ME LAND	Months Since - 3	Make/Model - 900
	Aircraft Type - PA-31	Instrument - UNK/NR
		Multi-Eng - 2700
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A MISSED APPROACH AT ASHEVILLE THE FLT WAS CLEARED TO THE GREENVILLE-SPARTANBURG ARPT AT GREER, SC. ENROUTE TO GREER RADAR CONTACT WAS LOST. IN RESPONSE TO A QUERY FROM ATLANTA ARTCC THE PLT VERIFIED HIS POSITION AS BEING ON THE 235 DEG RADIAL OF SPARTANBURG VOR & 11.9 MI SW. HE WAS THEN CLEARED TO DESCEND TO 2700 FT & EXECUTE AN ILS APCH. THE ACFT IMPACTED A MOUNTAIN AT THE 3200 FT LEVEL. THE WRECKAGE WAS FOUND ON THE 235 DEG RADIAL OF THE SUGARLOAF MOUNTAIN VORTAC & AT 24 MI. REVIEW OF THE ACFT'S LOGBOOK REVEALED THAT MECHANICAL IRREGULARITIES REPORTED WERE NOT CORRECTED FOR LONG PERIODS OF TIME. NO CORRECTIVE ACTION WAS LISTED FOR AN "OUTER MARKER INOP AURAL & VISUAL (NEEDS TO BE FIXED NOW, SINCE ADF IS ALSO INOP)." & "LIGHT IN #2 VOR HEAD OUT.". THE MARKER BEACON WAS DESCRIBED AS INOPERATIVE ON 3 DATES BEGINNING 8/22/81, & THE ADF WAS DESCRIBED AS INOPERATIVE ON 7 DATES BEGINNING 5/8/81. NO CORRECTIVE ACTION WAS LISTED FOR ANY ENTRY ABOUT THE MARKER BEACON OR ADF.

Brief of Accident (Continued)

File No. - 3066

11/12/82

BREVARD,NC

A/C Reg. No. N59771

Time (Lc1) - 0514 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)

1. COMM/NAV EQUIPMENT - INOPERATIVE
2. MAINTENANCE - NOT PERFORMED - COMPANY MAINTENANCE PSNL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER DECISION,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - LOW CEILING
7. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT,EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3030 12/26/82 APEX, NC A/C Reg. No. N73260 Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH		Other 0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	AUGUSTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	APEX, NC	COX FIELD
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Cloud Conditions(1st) - 25000 FT BROKEN	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 635
SE LAND	Months Since - 15	Make/Model- 45
	Aircraft Type - UNK/NR	Instrument- UNK/NR
GLIDER		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 33
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

THE LUSCOMBE HAD DEPARTED THE E-W RWY IN AN EASTERLY DIRECTION, HAD REVERSED COURSE & WAS ON A STRAIGHT-IN APCH TO RWY 27. THE PA-22 ENTERED THE ARPT TRAFFIC VIA A STANDARD LEFT DOWNWIND & BASE PATTERN. DURING FINAL THE PA-22 ENDED UP ABOVE & SLIGHTLY BEHIND THE LUSCOMBE. THE PA-22'S NOSEWHEEL DESCENDED INTO THE LUSCOMBE'S PROP ARC. THE LUSCOMBE WENT OUT OF CONTROL & CRASHED INTO THE TREES. THE PA-22 CONTINUED FOR A NORMAL LANDING. THE LUSCOMBE HAD NO RADIO & NO UNICOM FREQ WAS ASSIGNED FOR THE ARPT. THE LUSCOMBE WAS ABOUT 5 MOS PAST DUE FOR AN ANNUAL.

Brief of Accident (Continued)

File No. - 3030

12/26/82

APEX, NC

A/C Reg. No. N73260

Time (Lcl) - 1530 EST

Occurrence 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
-

----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. - 3030 12/26/82 APEX, NC A/C Reg. No. N76T Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH		Other	0	0	0
					1

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COX FIELD
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 1	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE LUSCOMBE HAD DEPARTED THE E-W RWY IN AN EASTERLY DIRECTION, HAD REVERSED COURSE & WAS ON A STRAIGHT-IN APCH TO RWY 27. THE PA-22 ENTERED THE ARPT TRAFFIC VIA A STANDARD LEFT DOWNWIND & BASE PATTERN. DURING FINAL THE PA-22 ENDED UP ABOVE & SLIGHTLY BEHIND THE LUSCOMBE. THE PA-22'S NOSEWHEEL DESCENDED INTO THE LUSCOMBE'S PROP ARC. THE LUSCOMBE WENT OUT OF CONTROL & CRASHED INTO THE TREES. THE PA-22 CONTINUED FOR A NORMAL LANDING. THE LUSCOMBE HAD NO RADIO & NO UNICOM FREQ WAS ASSIGNED FOR THE ARPT. THE LUSCOMBE WAS ABOUT 5 MOS PAST DUE FOR AN ANNUAL.

Brief of Accident (Continued)

File No. - 3030

12/26/82

APEX, NC

A/C Reg. No. N76T

Time (Lc1) - 1530 EST

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
 3. MAINTENANCE, ANNUAL INSPECTION - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3015 8/04/82 CONCORD,NH A/C Reg. No. N81786 Time (Lcl) - 0410 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage									
	ON-DEMAND AIR TAXI	DESTROYED		Fatal	1	Serious	0	Minor	0	None	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire		Crew	1	0	0	0	0		
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	1	0	0	0	0		
Accident Occurred During	-APPROACH										

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GROTON,CT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CONCORD,NH	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 500 FT OVERCAST	Type of Clearance - SPECIAL VFR	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - UNK/NR	Total - 1070	Last 24 Hrs - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 60	Last 90 Days- UNK/NR
		Multi-Eng - 13	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ADVISED DURING THE 0028 & 0203 WX BRIEFINGS THAT VFR FLT WAS NOT RECOMMENDED. AT 0304 THE PLT CALLED FSS TO ACTIVATE HIS FLT PLAN & WAS AGAIN ADVISED VFR FLT WAS NOT RECOMMENDED. AT 0403 THE FLT WAS GIVEN CONCORD WX & AT 0406 WAS CLEARED INTO THE CONCORD CONTROL ZONE TO MAINTAIN SPECIAL VFR AT OR BELOW 3,000 FT. AT APPROXIMATELY 0410 THE ACFT COLLIDED WITH TREES ABOUT 4.5 MI NW OF THE ARPT. THE PLT WAS QUALIFIED TO FLY ONLY VFR AIR TAXI.

Brief of Accident (Continued)

File No. - 3015

8/04/82

CONCORD, NH

A/C Reg. No. N81786

Time (Lcl) - 0410 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - LOW CEILING
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3070 8/15/82 TRENTON,NJ A/C Reg. No. N18958 Time (Lcl) - 1059 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	2	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH C24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LANCASTER,PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TRENTON,NJ	MERCER COUNTY
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1138
SE LAND,ME LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - B-C/23	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN APPROACH TO THE MERCER COUNTY AIRPORT AT TRENTON, N.J., THE AIRCRAFT LOST POWER AND LANDED OFF AIRPORT IN TREES. THE FUEL SELECTOR WAS FOUND POSITIONED BETWEEN LEFT TANK AND OFF. THE PILOT ATTEMPTED TO FLY TO THE RUNWAY, BUT UNABLE. THE AIRCRAFT ENGINE WILL NOT OPERATE WITH THE SELECTOR IN THE POSITION IN WHICH IT WAS FOUND.

Brief of Accident (Continued)

File No. - 3070

8/15/82

TRENTON,NJ

A/C Reg. No. N18958

Time (Lcl) - 1059 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WEATHER CONDITION - TREE(S)
 5. 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) 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. - 3048 8/29/82 FAIRFIELD, NJ A/C Reg. No. N8998V Time (Lc1) - 0920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
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 -APPROACH		Other	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 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	TETERBORD, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ESSEX COUNTY
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4553/ 80
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 411
SE LAND,ME LAND	Months Since - 3	Make/Model- 70
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE C-172 HAD BEEN CLEARED FOR AN OVERHEAD APPROACH TO ENTER A RIGHT DOWNWIND. THE PLT REPORTED OVERHEAD & ROGERED THAT HE SAW THE TRAFFIC COMING UP ON MIDFIELD. HE ALSO OKAYED THAT HE COULD FOLLOW THE TRAFFIC. HE WAS THEN INSTRUCTED TO START HIS RIGHT TURN. THE TOWER THEN TRANSMITTED TO THE C-150 ON DOWNWIND" ON THE DOWNWIND WATCH THE TRAFFIC COMING IN FROM OVERHEAD SIR." THE C-150 & C-172 THEN COLLIDED. THE C-150 HAD BEEN PERFORMING TOUCH & GO LANDINGS. AFTER HIS THIRD DEPARTURE HE CLIMBED TO 700 FT, MADE A RIGHT 90 DEG TURN & CLIMBED TO 1,200 FT. THE ACFT WAS LEVELED & A RIGHT 90 DEG TURN TO DOWNWIND WAS MADE. THE COLLISION OCCURRED AS THE ACFT ROLLED OUT. PUBLISHED TOWER CLIMB-OUT INSTRUCTIONS FOR RWY 22 IS A 20 DEG RIGHT TURN AS SOON AS PRACTICABLE, CLIMB TO 1,000 FT MSL BEFORE ANY FURTHER TURNS. OF THE THREE CONTROLLERS IN THE TOWER, TWO WERE NOT FACILITY-RATED & WERE IN TRAINING. THE TRAFFIC PATTERN WAS CONGESTED WITH ACFT IN CLOSED PATTERNS.

Brief of Accident (Continued)

File No. - 3048

8/29/82

FAIRFIELD,NJ

A/C Reg. No. N8998V

Time (Lcl) - 0920 EDT

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT ATTAINED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
4. TRAFFIC PATTERN PROCEDURE - CONGESTED
5. VISUAL SEPARATION - NOT MAINTAINED - ATC PSNL(LCL/GND/CLNC)

----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. - 3048 8/29/82 FAIRFIELD, NJ A/C Reg. No. N9121U Time (Lc1) - 0920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH		Other 2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ESSEX COUNTY
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4553/ 80
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Make/Model- 21
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE C-172 HAD BEEN CLEARED FOR AN OVERHEAD APPROACH TO ENTER A RIGHT DOWNWIND. THE PLT REPORTED OVERHEAD & ROGERED THAT HE SAW THE TRAFFIC COMING UP ON MIDFIELD. HE ALSO OKAYED THAT HE COULD FOLLOW THE TRAFFIC. HE WAS THEN INSTRUCTED TO START HIS RIGHT TURN. THE TOWER THEN TRANSMITTED TO THE C-150 ON DOWNWIND "ON THE DOWNWIND WATCH THE TRAFFIC COMING IN FROM OVERHEAD SIR." THE C-150 & C-172 THEN COLLIDED. THE C-150 HAD BEEN PERFORMING TOUCH & GO LANDINGS. AFTER HIS THIRD DEPARTURE HE CLIMBED TO 700 FT, MADE A RIGHT 90 DEG TURN & CLIMBED TO 1,200 FT. THE ACFT WAS LEVELED & A RIGHT 90 DEG TURN TO DOWNWIND WAS MADE. THE COLLISION OCCURRED AS THE ACFT ROLLED OUT. PUBLISHED TOWER CLIMB-OUT INSTRUCTIONS FOR RWY 22 IS A 20 DEG RIGHT TURN AS SOON AS PRACTICABLE, CLIMB TO 1,000 FT MSL BEFORE ANY FURTHER TURNS. OF THE THREE CONTROLLERS IN THE TOWER, TWO WERE NOT FACILITY-RATED & WERE IN TRAINING. THE TRAFFIC PATTERN WAS CONGESTED WITH ACFT IN CLOSED PATTERNS.

Brief of Accident (Continued)

File No. - 3048

8/29/82

FAIRFIELD,NJ

A/C Reg. No. N9121U

Time (Lcl) - 0920 EDT

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. TRAFFIC PATTERN PROCEDURE - CONGESTED
 5. VISUAL SEPARATION - NOT MAINTAINED - ATC PSNL(LCL/GND/CLNC)
-

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3009 12/05/82 ROCKY HILL, NJ A/C Reg. No. N2366R Time (Lcl) - 1525 EST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED		Fatal		Injuries	
Type of Operation	-PERSONAL	Fire	Crew	0	1	Serious	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	2	0	0
Accident Occurred During	-LANDING						None

-----Aircraft Information-----

Make/Model	- CESSNA 182G	Eng Make/Model	- CONTINENTAL O-470R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 265 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	PRINCETON
Wind Dir/Speed	- CALM	Runway Ident
Visibility	- 5.0 SM	- 28
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 3198/ 100
Obstructions to Vision	- HAZE	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	- DAYLIGHT	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 750	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model - 8	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN ON THE LAST THIRD OF THE RWY, MADE A SERIES OF BOUNCES FOLLOWED BY A GO-AROUND AT WHICH TIME THE ACFT COLLIDED WITH SEVERAL TREE TOPS & CRASHED.

Brief of Accident (Continued)

File No. - 3009

12/05/82

ROCKY HILL,NJ

A/C Reg. No. N2366R

Time (Lc1) - 1525 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. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 6. OBJECT - TREE(S)
 7. GO-AROUND - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3176 5/11/82 ALBUQUERQUE, NM A/C Reg. No. N5648H Time (Lcl) - 1115 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91						
Accident Occurred During	-TAKEOFF	NONE		0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-16	Eng Make/Model	- LYCOMING O-235-CTC	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1525	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 115 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	FLAGSTAFF, AZ	CORONADO
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- 4020 -UNK/NR
Obstructions to Vision	Type of Clearance	Runway Surface
- NONE	- NONE	- ASPHALT
Precipitation	Type Apch/Lndg	Runway Status
- NONE	- NONE	- DRY
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 12	- 930
	Aircraft Type	- 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-----

BOTH OF THE OCCUPANTS WERE RATED PILOTS AND HAD JUST PURCHASED THE AIRCRAFT. THEY WERE FERRYING THE PLANE FROM NEW YORK STATE TO CALIFORNIA. THE PILOT REPORTED THAT DURING TAKEOFF, HE LIFTED OFF NEAR THE MID-POINT OF THE RUNWAY AND HELD A FLAT ATTITUDE TO GAIN AIRSPEED. HE FELT THAT THERE WAS NOT ENOUGH CLIMB DEVELOPING TO GET OVER TREES AND TURNED LEFT 15 DEGREES. WITNESSES REPORTED THAT THE PLANE TOOK OFF AT A RELATIVELY SLOW SPEED AND NEVER SEEMED TO ACCELERATE. AFTER TURNING, THE PLANE MUSHED INTO STEADILY RISING TERRAIN. AN INSPECTION OF THE ENGINE CONTROLS REVEALED THAT THE FUEL PRIMER WAS IN AN UNLOCKED POSITION. THIS COULD HAVE RESULTED IN A RICH MIXTURE RESULTING IN A LOSS OF POWER. THE DENSITY ALTITUDE WAS ABOUT 6800 FT.

Brief of Accident (Continued)

File No. - 3176

5/11/82

ALBUQUERQUE,NM

A/C Reg. No. N5648H

Time (Lc1) - 1115 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. TERRAIN CONDITION - UPHILL
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3138 9/04/82 FARMINGTON, NM A/C Reg. No. N6088B Time (Lcl) - 0917 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	3
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 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	PUEBLO, CO		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LAS VAGAS, NV	FARMINGTON MUNI	
Wind Dir/Speed	- 080/008 KTS		Runway Ident	- 25
Visibility	- 60.0 SM	ATC/Airspace	Runway Lth/Wid	- 6000 -UNK/NR
Cloud Conditions(1st)	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- MACADAM
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 183
SE LAND	Months Since - 24	Make/Model	- 183
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES DURING A FORCED LANDING OFF AIRPORT. THE PILOT DECLARED AN EMERGENCY AFTER THE ENGINE STOPPED. HE WAS ABLE TO RESTART THE ENGINE ONCE. IT RAN FOR ABOUT 2 MINUTES AND STOPPED AGAIN. EXAMINATION OF THE AIRCRAFT REVEALED THE FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 3138

9/04/82

FARMINGTON, NM

A/C Reg. No. N6088B

Time (Lcl) - 0917 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3188 9/15/82 HOBBS,NM A/C Reg. No. N6553E Time (Lc1) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-POWER AND PIPELINE PATROL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</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 BORGER, TX</p> <p>Destination HOBBS,NM</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 684
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 587
	Aircraft Type - UNK/NR	Instrument- 64
		Multi-Eng - 5
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 309

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT COLLIDED WITH POWER LINE WHILE ON PIPELINE PATROL. A SUCESSFUL LANDING WAS MADE AT HOBBS, NM AIRPORT AFTER ACCIDENT.

Brief of Accident (Continued)

File No. - 3188

9/15/82

HOBBS,NM

A/C Reg. No. N6553E

Time (Lcl) - 0900 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3145 9/24/82 ALBUQUERQUE, NM A/C Reg. No. N2389G Time (Lcl) - 2239 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1
					None
					0
					0

-----Aircraft Information-----

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BURBANK, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE, NM	ALBUQUERQUE INTL.
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 13370/ 150
Cloud Conditions(1st) - 15000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 884
SE LAND	Months Since - 10	Make/Model- 520
	Aircraft Type - UNK/NR	Instrument- 84
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT UNDERSHOT THE RUNWAY FOLLOWING AN ENGINE FAILURE ON FINAL APPROACH. THE PILOT HAD BEEN FLYING 4.7 HOURS ON A CROSS-COUNTRY FLIGHT WHEN ENGINE QUIT. THE AIRCRAFT WAS OUT OF FUEL. THE OPTIMUM ENDURANCE IS 4.6 HOURS. THE PILOT HAD FIGURED ON 7 GALLON RESERVE. ABOUT 10 GALLONS OF FUEL CARRIED IS UNUSABLE.

Brief of Accident (Continued)

File No. - 3145

9/24/82

ALBUQUERQUE,NM

A/C Reg. No. N2389G

Time (Lcl) - 2239 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3146 10/03/82 ALBUQUERQUE, NM A/C Reg. No. N30136 Time (Lcl) - 1201 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AIR SHOW/RACING	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- WACO UPF-7	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	ALBUQUERQUE
Wind Dir/Speed	- 270/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		SOFT

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 11100
SE LAND, ME LAND	Months Since - 6	Make/Model	- 2250
	Aircraft Type - UNK/NR	Instrument	- 0
		Multi-Eng	- 1650
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 80

Instrument Rating(s) - NONE

-----Narrative-----

UPON COMPLETION OF AN AIRSHOW THE PLT RETURNED TO CORONADO ARPT. UPON TOUCHDOWN THE ACFT TRIED TO NOSE OVER & A GO-AROUND WAS MADE. AFTER TWO TOUCH & GO'S THE PLT ISOLATED THE PROBLEM TO A LOCKED RIGHT BRAKE SO HE ATTEMPTED TO REMEDY THE PROBLEM BY CUTTING THE BRAKE LINE AT THE MASTER CYLINDER. HE THEN MADE ANOTHER TOUCH & GO & THE ACFT AGAIN TRIED TO NOSE OVER. THE PLT THEN DIVERTED TO ALBUQUERQUE INTL ARPT & AFTER SEVERAL LOW PASSES LANDED IN DIRT ADJACENT TO RWY 30. AFTER ABOUT A 400 FT ROLL THE ACFT ENCOUNTERED ROUGH SOFT TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 3146

10/03/82

ALBUQUERQUE, NM

A/C Reg. No. N30136

Time (Lc1) - 1201 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
2. LANDING GEAR, NORMAL BRAKE SYSTEM - DISABLED

Occurrence #2 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 3155 10/26/82 GRANTS,NM A/C Reg. No. N24WD Time (Lcl) - 1343 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - QUICKIE TWO	Eng Make/Model - ONAN	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 20 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRANTS MUNICIPAL
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 60
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT HAD PURCHASED THE AIRCRAFT AND WAS PLANNING TO FERRY IT TO RICHMOND, VA. AFTER TAKING OFF ON A LOCAL FLIGHT, HE ELECTED TO LAND ON RUNWAY 13 WITH WINDS VARIABLE FROM 190 TO 270 DEG AT 10 GUSTING 22 KTS. DURING THE LANDING, THE AIRCRAFT RAN OFF THE RIGHT SIDE OF THE RUNWAY AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 3155

10/26/82

GRANTS,NM

A/C Reg. No. N24WD

Time (Lcl) - 1343 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

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 - INADVERTENT - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3184 12/26/82 PORTALES,NM A/C Reg. No. N20EB Time (Lcl) - 1830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH			0	0	1	1

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	AMARILLO, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PORTALES,NM	PORTALES MUNI
Wind Dir/Speed- 030/018 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 18000 FT SCATTERED	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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 136
SE LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

ACFT COLLIDED WITH POWER LINES SHORT OF THE RWY. WINDS WERE GUSTY 27K.

Brief of Accident (Continued)

File No. - 3184

12/26/82

PORTALES,NM

A/C Reg. No. N2OEB

Time (Lcl) - 1830 MST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - GUSTS
3. OBJECT - HIGH WIND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
7. OBJECT - WIRE,TRANSMISSION

----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. - 3063 3/11/82 LAS VEGAS,NV A/C Reg. No. N8542B Time (Lcl) - 1334 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LANCASTER,CA	MCCARRAN INTL.
Wind Dir/Speed- 020/020 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9777/ 150
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 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 - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2361
SE LAND	Months Since - 23	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 188
		Multi-Eng - 122
		Last 24 Hrs - 0
		Last 30 Days- 49
		Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PREPARING TO TAKEOFF, THE PILOT WAS CAUTIONED TO BEWARE OF WAKE TURBULENCE FROM A DEPARTING JET AND WAS CLEARED INTO POSITION TO HOLD. PRECEDING THE ACCIDENT, THE WINDS WERE REPORTED TO BE FROM 230 DEG GUSTING TO 29 KTS. WHILE TURNING TO ALIGN WITH THE RUNWAY, THE PLANE WAS EXPOSED TO A WIND FROM THE RIGHT REAR, SIDE, AND THEN THE FRONT QUARTER. AT ABOUT THAT TIME, IT OVERTURNED.

Brief of Accident (Continued)

File No. - 3063

3/11/82

LAS VEGAS, NV

A/C Reg. No. N8542B

Time (Lc1) - 1334 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
-

Occurrence #2 ROLL OVER
Phase of Operation TAXI - TO TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3054 7/16/82 RENO,NV A/C Reg. No. N66GH Time (Lcl) - 1120 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA T-210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3812	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROUND MOUNTAIN,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RENO,NV	RENO CANNON INTERNATIONAL
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6101/ 150
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - 12000 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-T210L	Make/Model- UNK/NR
		Last 30 Days- 5
		Instrument- UNK/NR
		Last 90 Days- 40
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS DESCENDING IN A MOUNTAINOUS AREA AND DID NOT CLEAR THE HIGH TERRAIN BEFORE COLLISION WITH THE GROUND OCCURRED. THE PILOT WAS IN RADIO COMMUNICATION WITH RENO TOWER AND WAS GIVEN LANDING INSTRUCTIONS. THERE WAS NO VERBAL INDICATION OF TROUBLE ON THE RADIO. NO MALFUNCTIONS WERE FOUND IN THE EQUIPMENT. THE ELEVATION OF THE CRASH SITE WAS ABOUT 5,960 FT MSL.

Brief of Accident (Continued)

File No. - 3054

7/16/82

RENO,NV

A/C Reg. No. N66GH

Time (Lc1) - 1120 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3107 7/28/82 HENDERSON, NV A/C Reg. No. N455HC Time (Lcl) - 1705 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						2

-----Aircraft Information-----

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4880	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	LOCAL	SKY HARBOR
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 50
Cloud Conditions(1st) - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 14000 FT SCATTERED	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1033
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 15
	Aircraft Type - UNK/NR	Make/Model- 86
		Instrument- 34
		Multi-Eng - 862
		Last 30 Days- UNK/NR
		Last 90 Days- 93

Instrument Rating(s) - NONE

-----Narrative-----

PILOT RAISED LANDING GEAR INSTEAD OF FLAPS ON A TOUCH AND GO LANDING. PILOT OWNS A C-411 AND A BE-B55. SWITCHES ARE REVERSED ON THESE AIRCRAFT.

Brief of Accident (Continued)

File No. - 3107

7/28/82

HENDERSON, NV

A/C Reg. No. N455HC

Time (Lc1) - 1705 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. 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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3168 8/15/82 SPARKS,NV A/C Reg. No. N1524 Time (Lcl) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MENEES LP-49MS
Landing Gear - N/A
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/008 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

AIR SAILING
Runway Ident - 16
Runway Lth/Wid - 7100/ 150
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Instrument Rating(s) - NONE

Age - 0

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 303	Last 24 Hrs	- 0
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

-----Narrative-----

THE PLT STATED HE RELEASED FROM THE TOW PLANE AT 1,200 FT AGL IN A 200 FPM LIFT. ALMOST IMMEDIATELY HE ENCOUNTERED A 1,000 FPM SINK & IMMEDIATELY ENTERED THE PATTERN FOR A LANDING. HE WAS UNABLE TO ARREST THE SINK RATE & THE ACFT LANDED HARD BREAKING OFF THE RIGHT WING.

Brief of Accident (Continued)

File No. - 3168

8/15/82

SPARKS,NV

A/C Reg. No. N1524

Time (Lcl) - 1400 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
 3. FLARE - NOT POSSIBLE - PILOT IN COMMAND
 4. WING - OVERLOAD
 5. WING - FAILURE,TOTAL
 6. WING - SEPARATION
-

----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. - 3166 9/05/82 RENO,NV A/C Reg. No. N9787G Time (Lcl) - 1023 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 310/004 KTS
Visibility - 40.0 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
STRATHMORELA,CA
Destination
RENO,CA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

CANNON INTERNATIONAL
Runway Ident - 25
Runway Lth/Wid - 6101/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	103	Last 24 Hrs -	0
Make/Model-	80	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	10	

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE REALIZED THE AIRCRAFT WAS TOO LOW WHEN HE WAS ON FINAL APPROACH. HE REPORTED THAT HE ADDED INSUFFICIENT POWER AND THE AIRCRAFT SWERVED TO THE LEFT DURING TOUCHDOWN. SUBSEQUENTLY, THE PLANE HIT A DITCH AND WENT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 3166

9/05/82

RENO, NV

A/C Reg. No. N9787G

Time (Lcl) - 1023 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3121 9/18/82 RENO, NV A/C Reg. No. N151DM Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AIR SHOW/RACING	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	IN FLIGHT	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN P-51D	Eng Make/Model	- ROLLS ROYCE 1650-7	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL RETRACT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 8200	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 1490 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - IN PERSON</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/012 KTS</p> <p>Visibility - 40.0 SM</p> <p>Cloud Conditions(1st) - 4500 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 7000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>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 STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>STEAD AFB</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 8080/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p> <p>Instrument Rating(s) - AIRPLANE</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1900</p> <p>Make/Model- 530</p> <p>Instrument- 85</p> <p>Multi-Eng - 25</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p>
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-----Narrative-----

THE ENGINE FAILED & CAUGHT FIRE DURING THE NATIONAL CHAMPIONSHIP AIR RACES. THE PLT STATED HE WAS PRE-OCCUPIED TRYING TO PUT OUT THE ENGINE FIRE & TURNED BASE TOO LATE. THE ACFT LANDED SHORT OF THE RWY ON A POORLY GRADED ROAD & THE PLT LOST CONTROL OF THE ACFT.

Brief of Accident (Continued)

File No. - 3121

9/18/82 RENO,NV

A/C Reg. No. N151DM

Time (Lc1) - 1530 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - OVERTEMPERATURE
 2. PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND
 3. ENGINE ASSEMBLY - FIRE
-

Occurrence #2 FIRE
Phase of Operation MANEUVERING

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3175 10/17/82 RENO,NV A/C Reg. No. N8176W Time (Lcl) - 1833 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	Pass	0	2	0	0
Accident Occurred During -APPROACH	NONE				

-----Aircraft Information-----

Make/Model - PIPER PA28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	RENO,NV	CANNON INTERNATIONAL
Wind Dir/Speed- 320/011 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6101/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 351
SE LAND	Months Since - 2	Make/Model- 351
	Aircraft Type - P28-180	Instrument- 1
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT IMPACTED ON A HILLSIDE AT 5200 FEET LEVEL WHILE ON APPROACH TO CANNON INTERNATIONAL AIRPORT RENO, NV AT NIGHT. THE WEATHER WAS VMC. NO MALFUNCTIONS IN EQUIPMENT WERE FOUND THE PILOT SAID THE AIRCRAFT "FELL FROM UNDER ME". HE SAW THE TERRAIN, PULLED THE NOSE UP AND STALLED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 3175

10/17/82

RENO,NV

A/C Reg. No. N8176W

Time (Lc1) - 1833 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
 3. LIGHT CONDITION - NIGHT
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3012 11/11/82 HUNTER, NY A/C Reg. No. N11263 Time (Lcl) - 1730 EST

-----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	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL D-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	GREAT BARRINGTON, MA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- VARIABLE/003 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- NONE	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current - N/A	Total - UNK/NR	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED WHILE MAKING A LOW LEVEL STEEP TURN OVER A RESIDENTIAL AREA.

Brief of Accident (Continued)

File No. - 3012

11/11/82

HUNTER,NY

A/C Reg. No. N11263

Time (Lc1) - 1730 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. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3194 9/03/82 SHAWNEE,OK A/C Reg. No. N4518S Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
OKLAHOMA CITY,OK
Destination
SHAWNEE,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

SHAWNEE MUNICIPAL
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 - 43

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

LANDING GEAR COLLAPSED DURING LANDING ROLL.

Brief of Accident (Continued)

File No. - 3194

9/03/82

SHAWNEE,OK

A/C Reg. No. N4518S

Time (Lc1) - 1945 CDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3134 9/07/82 TULSA,OK A/C Reg. No. N4747X Time (Lcl) - 1642 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 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	CHANUTE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TULSA,OK	TULSA INTERNATIONAL
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 17R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 12000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - 25000 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 - 23	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 883
SE LAND	Months Since - 21	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 203
		Last 30 Days- 4
		Instrument- 19
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH TREES ON FINAL AFTER ENGINE QUIT DUE TO LACK OF FUEL. AIRCRAFT HAD 1 GALLON OF FUEL ON BOARD WHEN IT CRASHED.

Brief of Accident (Continued)

File No. - 3134

9/07/82

TULSA,OK

A/C Reg. No. N4747X

Time (Lc1) - 1642 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3143

9/22/82

TULSA,OK

A/C Reg. No. N26171

Time (Lc1) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2200

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - 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- 200/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

R.L. JONES AIRPORT

Runway Ident - 18

Runway Lth/Wid - N/A

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 22

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	25	Last 24 Hrs -	1
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Make/Model-	25	Last 30 Days-	15
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Instrument-	1	Last 90 Days-	15
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE MADE SEVERAL TOUCH-AND-GO LANDINGS WITHOUT INCIDENT, WHEN THE ENGINE STARTED "CUTTING OUT" ON FINAL APPROACH. HE REPORTED THAT CARBURETOR HEAT WAS NOT APPLIED UNTIL AFTER THE POWER LOSS BEGAN. HE WAS UNABLE TO RESTORE POWER AND ELECTED TO MAKE A FORCED LANDING IN A PASTURE. AFTER MANEUVERING TO AVOID A FENCE AND A ROAD, THE LANDING GEAR SHEAR OFF DURING A CRASH LANDING AND THE PLANE SLID TO A STOP. THE ENGINE WAS REMOVED AND EXAMINED, BUT NO MECHANICAL REASON FOR A POWER LOSS WAS FOUND. DURING A SUBSEQUENT TEST RUN, THE ENGINE OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 3143

9/22/82

TULSA,OK

A/C Reg. No. N26171

Time (Lcl) - 1130 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - FENCE
6. TERRAIN CONDITION - DITCH
7. MANEUVER - PERFORMED - PILOT IN COMMAND

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING 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) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3191

9/28/82

KANSAS,OK

A/C Reg. No. N1755J

Time (Lcl) - 1324 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries:			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
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/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 160/018 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
AURORA,MO
Destination
TAHLEQUAH,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 - VISUAL STRAIGHT-IN

-----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	-	59	Last 24 Hrs -	UNK/NR
Make/Model-	3		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH A HOLE IN A PASTURE AFTER A PRECAUTIONARY LANDING DUE TO LOW FUEL STATE BROUGHT ON BY HEAD WINDS.

Brief of Accident (Continued)

File No. - 3191

9/28/82

KANSAS,OK

A/C Reg. No. N1755J

Time (Lcl) - 1324 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. FLUID,FUEL - LOW LEVEL
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3185 12/22/82 NASH,OK A/C Reg. No. N14084 Time (Lcl) - 0845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 91	UNK/NR		Pass	0	0	0
Accident Occurred During	-LANDING						1

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	LAWTON,OK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MANCHESTER,OK	
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 20.0 SM	ATC/Airspace	- N/A
Cloud Conditions(1st)	- NONE	Type of Flight Plan	- N/A
Cloud Conditions(2nd)	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- VISUAL FULL CIRCUIT
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 15000	Last 24 Hrs - 3
SE LAND	Months Since - 9	Make/Model- 100	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 30	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ENCOUNTERED FOG AND DECIDED TO LAND IN A WHEAT FIELD LOOKED FROZEN BUT WAS SOFT AND AIRCRAFT NOSED OVER. THERE WERE 3 LOCAL AIRPORTS WITHIN 20 MILES.

Brief of Accident (Continued)

File No. - 3185

12/22/82

NASH,OK

A/C Reg. No. N14084

Time (Lcl) - 0845 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
 5. 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) 2,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3046 11/26/82 MOUNT ALTON, PA A/C Reg. No. N9511H Time (Lcl) - 1923 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 172H	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ELMIRA, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	YOUNGSTOWN, OH	BRADFORD REGIONAL
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6500/ 150
Cloud Conditions(1st) - 500 FT OVERCAST	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - ILS - COMPLETE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - FREEZING DRIZZLE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 966
SE LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - C-172H	Make/Model- 890
		Last 30 Days- 9
		Instrument- 213
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE THE PLT REPORTED HE WAS ICING UP & WOULD HAVE TO DIVERT TO BRADFORD. ABOUT 12 MI FROM THE ARPT THE PLT DECLARED AN EMERGENCY STATING HE DIDN'T THINK HE COULD MAKE A MISSED APPROACH WITH THE ICE BUILDUP. THE PLT THEN REPORTED A ROUGH ENGINE & AN AIRSPEED OF ABOUT 70K WITH FULL THROTTLE. JUST PRIOR TO THE CRASH THE PLT REPORTED THAT HE HAD SO MUCH ICE ON HIS WINDSHIELD THAT HE COULDN'T SEE. THE ACFT CRASHED ABOUT 1 MI SHORT OF RWY 32. COATING THE LEADING EDGE OF THE LEFT HORIZONTAL STABILIZER WAS AN ICE BUILDUP WHICH TAPERED IN THICKNESS FROM 1/4 INCH AT THE ROOT TO ABOUT 1-1/2 INCHES AT THE TIP. PIECES OF 3/4 TO ONE INCH THICK ICE WERE FOUND IN THE GROUND SCAR FOUND UNDER THE RIGHT WING. ICING CONDITIONS WERE FORECASTED ALONG THE ROUTE OF FLT.

Brief of Accident (Continued)

File No. - 3046

11/26/82

MOUNT ALTON, PA

A/C Reg. No. N9511H

Time (Lc1) - 1923 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - ICING CONDITIONS
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. WING - ICE
9. HORIZONTAL STABILIZER SURFACE - ICE
10. PROPELLER SYSTEM/ACCESSORIES, BLADE - ICE
11. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

12. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3071 11/29/82 HAZLETON, PA A/C Reg. No. N2014D Time (Lcl) - 0950 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -BUSINESS	Fire	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	1	0	0
Accident Occurred During -MANEUVERING				

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	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	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOUISVILLE, KY	HAZLETON MUNICIPAL
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4899/ 100
Cloud Conditions(1st) - OBSCURED	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - UNK/NR		
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 - 507
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - B-C23	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON 11/28/82, THE PILOT ENCOUNTERED ICING CONDITIONS AND LANDED AT HAZLETON, PA. THE AIRCRAFT WAS NOT DEICED AT HAZLETON AND ICING CONDITIONS CONTINUED UNTIL THE MORNING OF 11/29/82. WHILE DEPARTING ON 11/29/82, THE AIRCRAFT WAS OBSERVED TO USE MORE THAN TWO THIRDS OF THE 4899 FT RUNWAY. THIS WAS ABOUT 3 TIMES THE NORMAL TAKEOFF ROLL. AFTER DEPARTING FROM RUNWAY 28, THE AIRCRAFT COLLIDED WITH TREES ON THE NORTH SIDE OF A MOUNTAIN. THE IMPACT OCCURRED ABOUT 50 FT FROM THE TOP OF THE MOUNTAIN AND ABOUT 1 MI NORTHWEST OF THE AIRPORT. THE ELEVATION OF THE CRASH SITE WAS ABOUT 1700 FT MSL. THE AIRPORT ELEVATION WAS 1604 FT. A HUNTER IN THE VICINITY OF THE CRASH SITE REPORTED DENSE FOG IN THE AREA. HE HEARD THE PLANE APPROACHING, BUT DID NOT SEE IT UNTIL JUST PRIOR TO IMPACT. HE REPORTED THAT THE SOUND OF THE ENGINE WAS STEADY AND LOUD.

Brief of Accident (Continued)

File No. - 3071

11/29/82

HAZLETON, PA

A/C Reg. No. N2014D

Time (Lc1) - 0950 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. WING - ICE
3. FUSELAGE - OBSCURATION
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. TERRAIN CONDITION - RISING
8. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3057 12/12/82 STARRUCCA, PA A/C Reg. No. N34595 Time (Lcl) - 1710 EST

-----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 - CESSNA 177B	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HONESDALE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SRACUSE, NY	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 186
	Months Since - N/A	Make/Model- 106
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING A WEATHER BRIEFING BEFORE TAKEOFF, THE STUDENT PILOT WAS ADVISED OF ICING CONDITIONS, TURBULENCE, SNOWSHOWERS AND SNOW SQUALLS ALONG RIDGES NORTH OF THE WILKES-BARRE/SCRANTON, PA AREA. THE WEATHER BRIEFER INDICATED THAT VFR FLIGHT WAS NOT RECOMMENDED. ALSO, AN INSTRUCTOR PILOT AT THE DEPARTURE AIRPORT ADVISED THE PILOT NOT TO LEAVE SO LATE IN THE DAY. AT ABOUT 1530 EST, THE PILOT TOOK OFF. AT 1556 EST, HE CONTACTED THE BIRMINGHAM TOWER FOR ASSISTANCE AFTER HE ENCOUNTERED ADVERSE WEATHER. FOR OVER AN HOUR, TOWER PERSONNEL TRIED TO ASSIST THE STUDENT. THE PILOT'S LAST KNOWN TRANSMISSION WAS AT 1706 AFTER HE HAD REPORTED THAT HE DIDN'T KNOW WHETHER HE WAS FLYING UP OR DOWN. THE PLANE IMPACTED IN A WOODED AREA AFTER DARK IN A STEEP NOSE DOWN ATTITUDE. A WITNESS, WHO HEARD THE CLEARED UP SHORTLY AFTERWARDS.

Brief of Accident (Continued)

File No. - 3057

12/12/82

STARRUCCA, PA

A/C Reg. No. N34595

Time (Lcl) - 1710 EST

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 - SNOW
 3. WEATHER CONDITION - LOW CEILING
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. LIGHT CONDITION - NIGHT
 6. PLANNING-DECISION - NOT MAINTAINED - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,8

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. - 3170 12/16/82 ANDERSON, SC A/C Reg. No. N61857 Time (Lcl) - 1610 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 - BOEING A75N1	Eng Make/Model - CONTINENTAL W-670-16	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANDERSON COUNTY
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 365
SE LAND	Months Since - 18	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 30
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, WHILE SEVERAL HUNDRED FEET IN THE AIR, THE ENGINE BACKFIRED & QUIT. THE PLT WAS ABLE TO TURN AROUND & HEAD BACK TOWARD THE ARPT, BUT COULD NOT QUITE REACH THE RWY. THE ACFT LANDED 1,000 FT SHORT OF THE RWY, HIT A DITCH & FLIPPED OVER. THE PLT STATED THAT THE CORK SEAL IN THE FUEL SELECTOR HAD DETERIORATED, RESTRICTING FUEL TO THE ENG.

Brief of Accident (Continued)

File No. - 3170

12/16/82

ANDERSON, SC

A/C Reg. No. N61857

Time (Lc1) - 1610 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - DETERIORATED
2. FUEL SYSTEM, SELECTOR VALVE - BLOCKED(TOTAL)
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 - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3133 12/19/82 JOHNS ISLE, SC A/C Reg. No. N713BT Time (Lcl) - 1214 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Injuries			
Type of Operation -BUSINESS	Fire	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	1	0	
Accident Occurred During -LANDING		Pass 0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-A1D5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	CHARLESTON EXECUTIVE
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Cloud Conditions(1st) - 4000 FT BROKEN	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 8000
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 2600
		Instrument- UNK/NR
		Last 90 Days- 125
		Multi-Eng - 4400
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED BOTH ENGS LOST POWER AFTER TAKEOFF & THE ACFT DITCHED IN THE STONO RIVER. NO PREIMPACT FAILURE AND/OR MALFUNCTION OF EITHER ENG COULD BE FOUND. THE PLT DID NOT HOLD ANY AIRMAN CERTIFICATE.

Brief of Accident (Continued)

File No. - 3133

12/19/82

JOHNS ISLE, SC

A/C Reg. No. N713BT

Time (Lc1) - 1214 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3076 12/20/82 COLUMBIA, SC A/C Reg. No. N41336 Time (Lcl) - 1525 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL				
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360-C1E6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHERAW, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBIA, SC	COLUMBIA
Wind Dir/Speed- VARIABLE/014 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 150
Cloud Conditions(1st) - 14000 FT	Type of Clearance - TOWER	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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 15000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 9000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 86
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE PILOT LANDED ON RUNWAY 23 WITH WINDS THAT WERE VARIABLE FROM 250 TO 290 DEG AT 14 GUSTING 24 KTS. WITH THESE WINDS, THE MAXIMUM CROSSWIND COMPONENT WOULD HAVE BEEN ABOUT 21 KTS. THE MAXIMUM DEMONSTRATED CROSSWIND COMPONENT FOR THIS AIRCRAFT WAS 15 KTS. THE PILOT REPORTED THAT DURING LANDING, HE FELT A SEVERE VIBRATION THAT BEGUN ABOUT 300 FT AFTER TOUCHDOWN, AND SUBSEQUENTLY, THE LEFT MAIN GEAR COLLAPSED. AN EXAMINATION OF THE LANDING GEAR REVEALED THAT THE LEFT MAIN GEAR TRUSS BRACKET STUD, PN 78717-2, HAD FAILED FROM OVERLOAD FORCES. NO EVIDENCE OF FATIGUE WAS FOUND.

Brief of Accident (Continued)

File No. - 3076

12/20/82

COLUMBIA, SC

A/C Reg. No. N41336

Time (Lc1) - 1525 EST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

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. - 3101 12/30/82 CHARLESTON, SC A/C Reg. No. N2038P Time (Lcl) - 1457 EST

-----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 - LANDING				0	0	3

-----Aircraft Information-----

Make/Model - BEECH 58P	Eng Make/Model - CONTINENTAL TS10-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 301 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 010/009 KTS</p> <p>Visibility - 2.500 SM</p> <p>Cloud Conditions(1st) - 400 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PHILADELPHIA, PA</p> <p>Destination FORT PIERCE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - ILS - COMPLETE RADAR MONITORED</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CHARLESTON AFB/INTER.</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 9001/ 200</p> <p>Runway Surface - CONCRETE</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 - 60</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4500</p> <p>Make/Model- 50</p> <p>Instrument- 360</p> <p>Multi-Eng - 4200</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 40 MI FROM DESTINATION IN HEAVY RAIN, BOTH ALTERNATORS FAILED. ELECTRICAL LOAD WAS REDUCED & A RADAR MONITORED ILS APCH WAS MADE. AFTER DESCENT THROUGH THE CLOUDS INTO VMC AN ATTEMPT WAS MADE TO LOWER THE LANDING GEAR ELECTRICALLY. AT THAT TIME ALL ELECT POWER WAS LOST. THE MANUAL EMERG GEAR EXTENSION WAS USED UNTIL RESISTANCE WAS FELT. DURING THE LANDING THE GEAR RETRACTED. THE LANDING GEAR MOTOR CIRCUIT BREAKER WAS NOT PULLED PRIOR TO THE GEAR BEING CRANKED DOWN IAW THE PLT'S OPERATING HANDBOOK. CESSNA ACFT CORP HAD PUBLISHED 2 SERVICE INFO LETTERS WHICH APPLIED TO ACFT EQUIPPED WITH THE SAME ENG/ALTERNATOR INSTALLATION AS THE ACCIDENT ACFT. THESE LETTERS RESULTED FROM MOISTURE INDUCED INTERRUPTION OF ALTERNATOR OUTPUT. ADDITIONALLY, THE ENG/ALTERNATOR/COWLING INSTALLATION OF THE BE-58P IS SIMILAR TO THE CESSNA ACFT AFFECTED BY THE LETTER.

Brief of Accident (Continued)

File No. - 3101

12/30/82

CHARLESTON, SC

A/C Reg. No. N2038P

Time (Lc1) - 1457 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL ,

Finding(s)

1. WEATHER CONDITION - RAIN
 2. ELECTRICAL SYSTEM, ALTERNATOR - WATER
 3. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE
 4. ELECTRICAL SYSTEM - REDUCED - PILOT IN COMMAND
 5. ELECTRICAL SYSTEM - FAILURE, TOTAL
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. ELECTRICAL SYSTEM, CIRCUIT BREAKER - ENGAGED
 7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 8. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 9. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,8,9

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. - 3047 11/30/82 SIOUX FALLS,SD A/C Reg. No. N4721P Time (Lcl) - 2222 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED						
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 -APPROACH			1	1	0	0	

-----Aircraft Information-----

Make/Model - CESSNA P210	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FT. COLLINS,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SIOUX FALLS,SD	JOE FOSS FIELD
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 03
Visibility - .200 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8999/ 150
Cloud Conditions(1st) - 100 FT INDEFINITE	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - 100 FT OBSCURED	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1128
SE LAND	Months Since - 2	Make/Model- 771
	Aircraft Type - UNK/NR	Instrument- 295
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1915 WHILE ENROUTE THE PLT WAS ADVISED THAT THE DESTINATION WX WAS 100 FT OBSCURED, 3/8 MI IN FOG. AT 2140 THE PLT CONTACTED APPROACH CONTROL & WAS ADVISED THE WX WAS 100 FT OBSCURED & 1/8 MI WITH AN RVR FOR RWY 3 OF 2,400 FT. HE WAS CLEARED FOR AN ILS RWY 3 APPROACH & ADVISED THE RVR WAS NOW 1,600 FT. DURING THE APPROACH THE PLT WAS ADVISED TWICE OF BEING FIRST RIGHT OF COURSE & THEN LEFT OF COURSE. AT ABOUT 2207 THE PLT EXECUTED A MISSED APPROACH & AT 2217 WAS CLEARED FOR A SECOND APPROACH. DURING THE SECOND APPROACH THE PLT WAS AGAIN ADVISED OF GOING LEFT OF COURSE. THE ACFT CRASHED APPROXIMATELY 1,250 FT LEFT OF THE LOCALIZER COURSE & APPROXIMATELY 3,250 FT PAST THE THRESHOLD TO RWY 3.

Brief of Accident (Continued)

File No. - 3047

11/30/82

SIoux FALLS, SD

A/C Reg. No. N4721P

Time (Lc1) - 2222 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
 6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 8. DECISION HEIGHT - BELOW - PILOT IN COMMAND
 9. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

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. - 3035 10/04/82 DYERSBURG, TN A/C Reg. No. N1ET Time (Lcl) - 1230 CDT

-----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	1	0	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	4	0	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TIO-540-A2B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- YES
No. of Seats	- 9	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. LOUIS, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DYERSBURG, TN	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 10400	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 3	Make/Model - 850	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 696	Last 90 Days - 55
		Multi-Eng - 860	
Instrument Rating(s) - AIRPLANE			

-----Narrative-----

AT 30 MI NORTH OF THE DESTINATION, THE INBOARD SIDE OF THE RIGHT ENG COWL POPPED LOOSE & BEGAN VIBRATING SEVERELY, THE PLT WAS CONCERNED THAT THE COWLING WOULD BREAK LOOSE & STRIKE THE VERT OF HORIZ STABILIZER SO HE FEATHERED THE R ENG. AT THIS POINT, THE ARPT WAS ABOUT 19 MI AWAY. HOWEVER, HE STATED HE COULDN'T GET MORE THAN 28-29 INCHES OF MP ON THE L ENG & ATTEMPTED TO RESTART THE R ENG. THE PROP CAME OUT OF FEATHER BUT THE ENG WOULD NOT START. THE WINDMILLING PROP CAUSED THE RATE OF DESCENT TO INCREASE & MADE A FORCED LANDING IMMINENT. DURING THE LANDING ROLL, THE NOSE GR COLLAPSED & THE ACFT NOSED OVER ONTO ITS BACK. THE R ENG FUEL SELECTOR WAS FOUND IN THE OFF POSITION. DURING THE TEST OF THE R ENG, IT RAN NORMALLY & REACHED 34-35 INCHES OF MP WITH NO ABNORMALITIES NOTED.

Brief of Accident (Continued)

File No. - 3035

10/04/82

DYERSBURG, TN

A/C Reg. No. N1ET

Time (Lcl) - 1230 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. NACELLE/PYLON,SKIN - UNLOCKED
 2. NACELLE/PYLON,SKIN - LOOSE
 3. NACELLE/PYLON,SKIN - VIBRATION
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

4. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
 5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 6. STARTING PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 7. FLUID,FUEL - STARVATION
 8. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD
 10. TERRAIN CONDITION - ROUGH/UNEVEN
 11. LANDING GEAR,NOSE GEAR - OVERLOAD
 12. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
-

Occurrence #5 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) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3036 11/03/82 CHATTANOOGA, TN A/C Reg. No. N4958U Time (Lc1) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -BUSINESS	Fire	0	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	0	0	0
Accident Occurred During -LANDING				1
				2

-----Aircraft Information-----

Make/Model - CESSNA 210E	Eng Make/Model - CONTINENTAL IO-520A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GAINESVILLE, FL	LOVELL FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7401/ 150
Cloud Conditions(1st) - 2400 FT BROKEN	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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	Current - YES	Total - 481
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-210	Make/Model- 426
		Instrument- 58
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER PASSING 4,000 FT DURING CLIMBOUT. THE PLT IMMEDIATELY REVERSED COURSE & ATTEMPTED TO REACH LOVELL FIELD. HE WAS UNABLE TO REACH THE RWY & LANDED IN A SHOPPING CENTER PARKING LOT 1 MI SHORT OF THE RWY. THE RIGHT WING STRUCK A SIGNPOST & THE NOSE GR COLLAPSED. THE THROTTLE LINKAGE WAS FOUND SEPARATED AT THE CONTROL SHAFT UNDER THE ROD END THAT CONNECTS TO THE FUEL CONTROL. THE FRACTURE AREA WAS IN THE CONTROL ROD & THE FRACTURE SURFACE EXHIBITED RUST OVER THE ENTIRE BREAK. METALLURGICAL EXAMINATION REVEALED A FATIGUE FRACTURE OF THE CONTROL SHAFT AT THE POINT WHERE THE DRIVE SCREW WAS INSERTED THROUGH THE SLEEVE, THE THREADED BRASS BUSHING & INTO THE CONTROL SHAFT. CESSNA SERVICE BULLETIN 69-16, DATED 7/22/69, IDENTIFIED THIS PROBLEM & DESCRIBED PROCEDURES TO REMEDY THE PROBLEM. SERVICE LETTERS ARE NOT MANDATORY & THERE WAS NO RECORD OF COMPLIANCE IN THE ACFT'S LOGBOOK.

Brief of Accident (Continued)

File No. - 3036

11/03/82

CHATTANOOGA, TN

A/C Reg. No. N4958U

Time (Lcl) - 1730 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - FATIGUE
2. THROTTLE/POWER LEVER, LINKAGE - FAILURE, PARTIAL
3. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
4. MAINTENANCE, SERVICE BULLETINS - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3045 5/05/82 CHARLOTTE, TX

A/C Reg. No. N98949

Time (Lcl) - 1519 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	6	0	0	0

-----Aircraft Information-----

Make/Model - BEECH B90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9650
No. of Seats - 7

Eng Make/Model - P&W PT6A-20
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 130/012 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 1700 FT BROKEN
Cloud Conditions(2nd) - 3200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAREDO, TX
Destination
SAN ANTONIO, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BE-90

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7385
Make/Model- 35
Instrument- 1200
Multi-Eng - 4885
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & 6 PAX WERE RETURNING HOME AFTER FISHING IN MEXICO. AFTER CLRG CUSTOMS AT LAREDO, TX, THEY DEPARTED ON THE NEXT LEG OF THE FLT. THE PLT WAS CLRD TO 11000 FT, BUT GOT OFF COURSE. HE COMMENTED THAT AN INSTRUMENT HAD POPPED, HE THEN REQUESTED 7000 FT, BUT DUE TO OTR TRAFFIC, HIS REQUEST WAS DELAYED. WHILE STILL AT 5000 FT, HE STATED, "HEY, I'M IN THE MIDDLE OF THE TOP OF THIS STUFF." APRX 7 MIN AFTER BEING CLRD TO 7000 FT, CONTROLLERS NOTED THAT THE ACFT BGN DESCENDING. THEY ATMTD TO CALL THE PLT, BUT WERE UNABLE. AN INVESTIGATION REVEALED THE ACFT HAD CRASHED AFTER THE OUTER WING PANELS AND THE EMPENNAGE HAD SEPARATED. THE EXACT SEQUENCE OF THE IN-FLT BREAK-UP WAS NOT DETERMINED. RADAR INFO INDICATED THE ACFT HAD ENTERED SVRL VERT OSCILLATIONS OF SVRL HUNDRED FEET BFR DSCNDG. AN EXAM OF THE FRACTURE SURFACES REVEALED ONLY OVERLOAD FAILURE. OTR PLTS RPRTD CLDS BTN 3000 & 6500 FT WITH ONLY LGT TURBC. THE ACFT WAS ESTIMATED TO BE APRX 65 LBS OVR THE MAX GROSS WT LMT & LOADED NEAR THE AFT CG.

Brief of Accident (Continued)

File No. - 3045

5/05/82

CHARLOTTE, TX

A/C Reg. No. N98949

Time (Lc1) - 1519 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - TURBULENCE IN CLOUDS
 4. UNDETERMINED
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
 6. WING, SPAR - OVERLOAD
 7. WING, SPAR - SEPARATION
 8. HORIZONTAL STABILIZER SURFACE - OVERLOAD
 9. HORIZONTAL STABILIZER SURFACE - SEPARATION
 10. VERTICAL STABILIZER SURFACE - OVERLOAD
 11. VERTICAL STABILIZER SURFACE - SEPARATION
-

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

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. - 3196 8/30/82 COLLEGE STATION, TX A/C Reg. No. N49452 Time (Lc1) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation - INSTRUCTIONAL - DUAL	Fire	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	2
Accident Occurred During - LANDING		Pass 0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - PRACTICE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 5200
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 610
		Instrument- 1300
		Multi-Eng - 2310

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE CFI CUT POWER FOR A SIMULATED FORCED LANDING, THE STUDENT SET UP AN APPROACH TO A ROAD. WHEN POWER WAS ADDED AT THE BOTTOM OF THE APPROACH THE ENGINE ACCELERATED TO ABOUT 75% POWER & THEN DECELERATED BACK TO IDLE. ON TOUCHDOWN ON THE ROAD THE LEFT MAIN WHEEL SEPARATED FROM THE SPRING TUBE. THE NOSE GEAR THEN FAILED IN OVERLOAD & THE ACFT NOSED OVER. INVESTIGATION REVEALED A FATIGUE FRACTURE ABOUT 120 DEG AROUND THE GEAR SPRING TUBE. THE FRACTURE ORIGINATED AT THE CROSS BOLT HOLE.

Brief of Accident (Continued)

File No. - 3196

8/30/82

COLLEGE STATION, TX

A/C Reg. No. N49452

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR ATTACHMENT - FATIGUE
4. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
6. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3195 9/01/82 PLAINVIEW, TX A/C Reg. No. N520T Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	MINOR			Fatal	Minor	None	
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -APPROACH		Other	0	0	0	1	

-----Aircraft Information-----

Make/Model - BEECH 95-C55	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SIMMITT, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PLAINVIEW, TX	HALE COUNTY
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11801
SE LAND, ME LAND	Months Since - 22	Make/Model- 1644
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3747
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RECEIVING TRAFFIC ADVISORIES ENROUTE TO PLAINVIEW, THE PLT OF THE C-172 WAS GIVEN THE TRAFFIC ADVISORY FREQ FOR HALE COUNTY ARPT AS 120.7. HOWEVER THE PLT COPIED 127.7 & REACHED FTW CENTER INSTEAD. THE PLT MADE NO FURTHER ATTEMPTS TO OBTAIN THE CORRECT FREQ & REPORTED PATTERN POSITIONS ON UNICOM FREQ OF 122.95. THE BE-95 WAS MAKING A MODIFIED STRAIGHT-IN APPROACH & WAS MAKING POSITION REPORTS ON 120.7. BOTH ACFT LANDED SAFELY AFTER THE COLLISION. THE TOWER HAD BEEN CLOSED AS A RESULT OF A SHORTAGE OF CONTROLLERS.

Brief of Accident (Continued)

File No. - 3195

9/01/82

PLAINVIEW, TX

A/C Reg. No. N520T

Time (Lcl) - 1620 CDT

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. CONTROL TOWER - NOT OPERATING
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3195 9/01/82 PLAINVIEW, TX A/C Reg. No. N62405 Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - APPROACH		Other	0	0	0
					1

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/010 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 LUBBOCK, TX Destination PLAINVIEW, TX ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - VISUAL FULL CIRCUIT	Airport Proximity OFF AIRPORT/STRIP Airport Data HALE COUNTY Runway Ident - 22 Runway Lth/Wid - 5200/ 100 Runway Surface - MACADAM Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 10	Make/Model- 29
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RECEIVING TRAFFIC ADVISORIES ENROUTE TO PLAINVIEW, THE PLT OF THE C-172 WAS GIVEN THE TRAFFIC ADVISORY FREQ FOR HALE COUNTY ARPT AS 120.7. HOWEVER THE PLT COPIED 127.7 & REACHED FTW CENTER INSTEAD. THE PLT MADE NO FURTHER ATTEMPTS TO OBTAIN THE CORRECT FREQ & REPORTED PATTERN POSITIONS ON UNICOM FREQ OF 122.95. THE BE-95 WAS MAKING A MODIFIED STRAIGHT-IN APPROACH & WAS MAKING POSITION REPORTS ON 120.7. BOTH ACFT LANDED SAFELY AFTER THE COLLISION. THE TOWER HAD BEEN CLOSED AS A RESULT OF A SHORTAGE OF CONTROLLERS.

Brief of Accident (Continued)

File No. - 3195

9/01/82

PLAINVIEW, TX

A/C Reg. No. N62405

Time (Lc1) - 1620 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. CONTROL TOWER - NOT OPERATING
2. RADIO COMMUNICATIONS - NOT CORRECTED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3137 9/06/82 FORT WORTH, TX A/C Reg. No. N45BW Time (Lcl) - 1323 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	0	0	1	0
Accident Occurred During	-TAKEOFF		0	1	2	0

-----Aircraft Information-----

Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-360-A4J	ELT Installed/Activated	- UNK/NR
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	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination BIRMINGHAM, AL</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 MANGHAM FIELD</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2500/ 30</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 109</p> <p>Make/Model- 54</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE STALL WARNING SOUNDED EVERY TIME HE TRIED TO CLIMB & THE ACFT SETTLED INTO TREES. THE ACFT WAS 7 LBS OVER MAX GROSS WEIGHT REQUIRING 2,369 FT TO CLEAR A 50 FT OBSTACLE.

Brief of Accident (Continued)

File No. - 3137

9/06/82

FORT WORTH, TX

A/C Reg. No. N45BW

Time (Lc1) - 1323 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3193 9/09/82 MULESHOE, TX A/C Reg. No. N2369N Time (Lc1) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - AIRTRACTOR AT-400	Eng Make/Model - P & W PT-6	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6600	Engine Type - TURBOPROP	Weather Radar - NO
No. of Seats - 1	Rated Power - 500 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MULESHOE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	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 - UNK/NR	
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 - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT COLLIDED WITH A WATER SPRAYING MACHINE WHILE MAKING CROP SPRAY PASS. LANDING GEAR TORE OFF.

Brief of Accident (Continued)

File No. - 3193

9/09/82

MULESHOE, TX

A/C Reg. No. N2369N

Time (Lc1) - 0930 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3156 9/10/82 KATY, TX A/C Reg. No. N73922 Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
						None
						2
						0

-----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	- UNK/NR	Last Departure Point		ON AIRSTRIP	
Method	- RADIO	HOUSTON, TX			
Completeness	- PARTIAL, LMTD BY FCSTR	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		CARDIFF BROTHERS	
Wind Dir/Speed	- 050/010 KTS	ATC/Airspace		Runway Ident	- 35
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3000/ 100
Cloud Conditions(1st)	- 2800 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Cloud Conditions(2nd)	- 25000 FT BROKEN	Type Apch/Lndg	- TOUCH AND GO	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 278	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 25	Make/Model - 241	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 22	Last 90 Days - UNK/NR
		Multi-Eng - 36	

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BIENNIAL FLIGHT REVIEW, THE PILOT/OWNER BEGAN A SIMULATED EMERGENCY LANDING. REPORTEDLY, THE ENGINE WAS NOT CLEARED DURING A LONG POWER-OFF DESCENT FROM 900 FT. WHEN IT BECAME APPARENT THAT THE FIELD WOULD NOT BE REACHED, THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND OPENED THE THOTTLE. THE ENGINE DID NOT RESPOND TO FULL THROTTLE AND THE AIRCRAFT WAS LANDED SHORT OF THE RUNWAY IN SOFT, WET, ROUGH TERRAIN. SUBSEQUENTLY, THE PLANE NOSED OVER. NO MECHANICAL ENGINE DISCREPANCIES WERE REPORTED.

Brief of Accident (Continued)

File No. - 3156

9/10/82

KATY, TX

A/C Reg. No. N73922

Time (Lcl) - 1945 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. PRECAUTIONARY LANDING - SIMULATED - DUAL STUDENT
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3192 9/11/82 INEZ, TX A/C Reg. No. N8666J Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 150C	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	VICTORIA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	INEZ, TX	PRIVATE STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 02
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1300 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 96
SE LAND	Months Since - 10	Make/Model- 68
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ABORTED DOWNWIND LANDING AFTER OVERSHOOTING. DURING GO-AROUND HE FLEW UNDER A POWERLINE AND COLLIDED WITH TREES AND A FENCE.

Brief of Accident (Continued)

File No. - 3192

9/11/82

INEZ, TX

A/C Reg. No. N8666J

Time (Lc1) - 1315 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3189 9/12/82 CORPUS CHRISTI, TX A/C Reg. No. N8233U Time (Lcl) - 1225 CDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL		Fatal		Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAN ANTONIO, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CORPUS CHRISTI, TX	CORPUS CHRISTI INTL
Wind Dir/Speed- 180/021 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6080/ 150
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 115	Last 24 Hrs - 3
SE LAND	Months Since - 4	Make/Model- 71	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 56
Instrument Rating(s)	- NONE		

-----Narrative-----

AIRCRAFT LANDED SHORT AFTER ENGINE QUIT ON FINAL APPROACH. THE FUEL WAS DOWN TO MINIMUM USABLE QUANTITY.

Brief of Accident (Continued)

File No. - 3189

9/12/82

CORPUS CHRISTI, TX

A/C Reg. No. N8233U

Time (Lcl) - 1225 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 3139 9/15/82 AUSTIN, TX A/C Reg. No. N9065D Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL - DUAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	2	0
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TIMS AIRPARK
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 48
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2454
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 15
		Instrument- 198
		Multi-Eng - 97
		Last 30 Days- UNK/NR
		Last 90 Days- 97
		Rotorcraft - 1436

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING PRACTICE AUTOROTATION WITH POWER RECOVERY STUDENT WAS LATE IN APPLYING POWER AND AIRCRAFT TOUCHED DOWN AND ROLLED OVER. INSTRUCTOR TRIED TO RECOVER BUT WAS ALSO TOO LATE IN APPLICATION OF REMEDIAL ACTION.

Brief of Accident (Continued)

File No. - 3139

9/15/82

AUSTIN, TX

A/C Reg. No. N9065D

Time (Lcl) - 1815 CDT

Occurrence #1 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - PERFORMED - DUAL STUDENT
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
4. ADEQUATE ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3142 9/19/82 HOUSTON, TX A/C Reg. No. N29944 Time (Lcl) - 1045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN AT-6D	Eng Make/Model	- P & W R-1340-AN1	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL RETRACT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 600 HP		

-----Environment/Operations Information-----

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	CONROE, TX	LAKE SIDE
Wind Dir/Speed	- VARIABLE/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 15
Cloud Conditions(1st)	- 2500 FT SCATTERED	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	Type of Clearance	- 4000/ 50
Obstructions to Vision	- HAZE	Type Apch/Lndg	- NONE
Precipitation	- NONE		Runway Surface
Condition of Light	- DAYLIGHT		- MACADAM
			Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 121	Last 24 Hrs - 0
SE LAND	Months Since - UNK/NR	Make/Model - 28	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 23

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT BEGAN TO DRIFT LEFT DURING TAKEOFF. THE PILOT DECIDED TO LIFT OFF AND CORRECT THE DRIFT IN THE AIR. HE CORRECTED WITH RIGHT BANK AND THE WING DRAGGED ON THE GROUND THE AIRCRAFT CARTWHEELED IN THE GRASS ADJACENT TO THE RUNWAY AND CAME TO REST RIGHT SIDE UP AT MIDFIELD.

Brief of Accident (Continued)

File No. - 3142

9/19/82

HOUSTON, TX

A/C Reg. No. N29944

Time (Lcl) - 1045 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3144 9/23/82 COLLEGE STATION, TX A/C Reg. No. N20516 Time (Lcl) - 0151 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 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	EASTERWOOD AIRPORT
Wind Dir/Speed- 130/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5151/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 17	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	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED DURING LANDING ON RUNWAY 16 AT COLLEGE STATION TX. THE ACCIDENT OCCURRED ON A DARK NIGHT AND THE AIRPORT WAS NOT LIGHTED. THE AIRCRAFT WAS STOLEN BY THE PILOT. THE PILOT SAID HE WAS TOO HIGH AND FAST ON THE APPROACH. THE PROPELLER AND NOSE GEAR HIT THE RUNWAY AT THE SAME TIME. THE AIRCRAFT SLID OFF THE RUNWAY AFTER THIS.

Brief of Accident (Continued)

File No. - 3144

9/23/82

COLLEGE STATION, TX

A/C Reg. No. N20516

Time (Lc1) - 0151 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON
 2. LIGHT CONDITION - DARK NIGHT
 3. AIRPLANE HANDLING - UNCONTROLLED - UNQUALIFIED PERSON
-

----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. - 3200 9/26/82 DUMAS, TX A/C Reg. No. N24313 Time (Lcl) - 1920 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -APPROACH			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DUMAS MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 14
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 60
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 12
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 12
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE STUDENT'S FIRST SOLO TAKEOFF & LANDING, SHE WAS NOT LINED UP WITH THE RUNWAY & ELECTED TO GO AROUND. POWER WAS APPLIED & THE FLAPS WERE FULLY RETRACTED. THE ACFT IMMEDIATELY DROPPED TO THE GROUND LEFT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 3200

9/26/82

DUMAS, TX

A/C Reg. No. N24313

Time (Lcl) - 1920 CDT

Occurrence HARD LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3198 9/30/82 NEW BRAUNFELS, TX A/C Reg. No. N3755D Time (Lcl) - 2305 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-CRUISE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 120/012 KTS</p> <p>Visibility - 8.0 SM</p> <p>Cloud Conditions(1st) - 800 FT OVERCAST</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CORPUS CHRISTI, TX</p> <p>Destination</p> <p>SUGARLAND, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 176
SE LAND	Months Since - 2	Make/Model- 83
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REROUTED DUE TO DETERIORATING WX & WHEN IN THE VICINITY OF SAN ANTONIO ELECTED TO LAND AT SAN ANTONIO. THE PLT CONTACTED APPROACH CONTROL AT 2252 & REPORTED 18 MI EAST FOR LANDING. THE ACFT STRUCK TREES 5 MI NW OF NEW BRAUNFELS.

Brief of Accident (Continued)

File No. - 3198

9/30/82

NEW BRAUNFELS, TX

A/C Reg. No. N3755D

Time (Lc1) - 2305 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. OBJECT - TREE(S)
 5. 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) 2,5

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. - 3199 9/30/82 MIDLAND, TX A/C Reg. No. N4774Y Time (Lcl) - 1605 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520R	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 - UNK/NR
No. of Seats - 1	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LLANO, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ODESSA, TX	MIDLAND REGIONAL
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9500/ 150
Cloud Conditions(1st) - 7500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 681
SE LAND	Months Since - 22	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 566
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED GEAR UP ON AIRPORT AFTER ENGINE QUIT DUE TO FAILURE TO POSITION FUEL TANK SELECTOR. RIGHT FUEL TANK WAS EMPTY. LEFT FUEL TANK HAD FUEL.

Brief of Accident (Continued)

File No. - 3199

9/30/82

MIDLAND, TX

A/C Reg. No. N4774Y

Time (Lc1) - 1605 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3157 10/13/82 HOUSTON, TX A/C Reg. No. N5697P Time (Lcl) - 1450 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-STANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 250 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- 030/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 4500 FT SCATTERED</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">CONROE, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HOBBY FIELD</p> <p>Runway Ident - 31L</p> <p>Runway Lth/Wid - 5150/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 645
SE LAND	Months Since - 8	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 610
		Instrument- 12
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD TAXIED ONTO TAXIWAY LIMA AND HAD STOPPED SHORT OF RUNWAY 13R/31L TO HOLD FOR LANDING TRAFFIC. AT ABOUT THE SAME TIME, AN AIRPORT EMPLOYEE WAS PROCEEDING DOWN THE RUNWAY FROM NORTHWEST TO SOUTHEAST TO CHECK THE RUNWAY LIGHTS. THE GROUND CONTROLLER ADVISED THE VEHICLE DRIVER OF THE LANDING TRAFFIC ON A 3-MILE FINAL APPROACH. THE DRIVER TURNED LEFT OFF OF THE RUNWAY AND ONTO TAXIWAY LIMA. THE AIRPORT VEHICLE COLLIDED WITH THE AIRCRAFT THAT WAS HOLDING ON THE TAXIWAY. THE DRIVER OF THE VEHICLE STATED THAT HE DID NOT SEE OR KNOW OF THE AIRCRAFT UNTIL THE MOMENT OF IMPACT.

Brief of Accident (Continued)

File No. - 3157

10/13/82 · HOUSTON, TX

A/C Reg. No. N5697P

Time (Lcl) - 1450 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
2. OBJECT - VEHICLE
3. 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3154 11/19/82 PORT O'CONNOR, TX A/C Reg. No. N16659 Time (Lcl) - 1400 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	None
Accident Occurred During	-DESCENT			0	0	0	1
							2

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO	-N/A
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 - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MATAGORDA, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PORT O'CONNOR, TX	
Wind Dir/Speed - 090/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 400 FT BROKEN	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision - HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 6972
	Months Since - 11	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - 206B	Make/Model - 3175
		Last 30 Days - UNK/NR
		Instrument - 102
		Last 90 Days - 83
		Rotorcraft - 6972

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE TOOK OFF AT 1348 CST, THE WEATHER WAS 400 FT OVERCAST, 2 TO 5 MI VISIBILITY WITH RAIN. ABOUT 10 MIN LATER, HE ARRIVED AT THE PORT O'CONNOR JETTY AND COULD SEE ACROSS MATAGORDA BAY TO PORT O'CONNOR. ABOUT HALFWAY ACROSS THE BAY, SEVERE TURBULENCE AND RAIN (ASSOCIATED WITH A THUNDERSTORM) WERE ENCOUNTERED. THE PILOT MADE A 180 DEG TURN AND ATTEMPTED TO PROCEED TO A BEACH TO LAND. AT ABOUT 100 FT AGL, WHILE ON A LANDING APPROACH, A SEVERE DOWNDRAFT WAS ENCOUNTERED. FULL POWER WAS APPLIED, BUT THE DESCENT CONTINUED AND THE HELICOPTER IMPACTED IN THE WATER IN A NEAR LEVEL ATTITUDE.

Brief of Accident (Continued)

File No. - 3154

11/19/82

PORT O'CONNOR, TX

A/C Reg. No. N16659

Time (Lcl) - 1400 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - TURBULENCE
 5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 6. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - WATER, ROUGH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3152 12/02/82 AUSTIN, TX A/C Reg. No. N4326C Time (Lcl) - 0815 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	4

-----Aircraft Information-----

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TSIO-520K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	HOUSTON, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	AUSTIN-LAKEWAY
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3200/ 70
Cloud Conditions(1st) - 2600 FT OVERCAST	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 536
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 36
		Instrument- 63
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Multi-Eng - 411

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE ON FINAL APPROACH TO LAND, FULL FLAPS WERE EXTENDED AS THE AIRCRAFT CROSSED OVER A HILL IMMEDIATELY BEFORE THE RUNWAY THRESHOLD. AFTER FULL FLAPS WERE SELECTED, THE AIRCRAFT ENTERED A HIGH SINK RATE AND LANDED HARD ON THE END OF THE RUNWAY. NO FURTHER PROBLEMS WERE NOTED DURING THE LANDING AND ROLL-OUT. THE PILOT EXAMINED THE AIRCRAFT AND DID NOT OBSERVE ANY DAMAGE. AFTER THE AIRCRAFT WAS FLOWN BACK TO HOUSTON, TX, A MORE COMPLETE INSPECTION REVEALED THAT A WING SPAR ASSEMBLY WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 3152

12/02/82

AUSTIN, TX

A/C Reg. No. N4326C

Time (Lc1) - 0815 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3182 12/25/82 PAMPA, TX A/C Reg. No. N15U Time (Lc1) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA T337G	Eng Make/Model - CONTINENTAL TS10-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4700	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 5	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TAOS,NM	PERRY LEFORS
Wind Dir/Speed- 010/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3796
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 137
		Instrument- 103
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Multi-Eng - 183

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE RAN THE BATTERY DOWN WHILE TRYING TO START THE ENGS. AFTER OBTAINING A BATTERY CHARGER & A LONG EXTENSION CORD HE CHARGED THE BATTERY & WAS ABLE TO START THE ENGS. WHILE HE WAS RETURNING THE CHARGER TO THE HANGAR THE ACFT ROLLED INTO A LOADING DOCK. HE STATED THAT HE HAD SET THE BRAKES THE NIGHT BEFORE.

Brief of Accident (Continued)

File No. - 3182

12/25/82. PAMPA, TX

A/C Reg. No. N15U

Time (Lcl) - 1000 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. PARKING BRAKES - DISREGARDED - PILOT IN COMMAND
2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3153 12/26/82 CHILDRESS, TX A/C Reg. No. N9256S Time (Lcl) - 1352 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 350/010 KTS

Visibility - 4.000 SM

Cloud Conditions(1st) - 1000 FT SCATTERED

Cloud Conditions(2nd) - 3000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - FREEZING RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MCALESTER, OK

Destination

AMARILLO, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

CHILDRESS MUNICIPAL

Runway Ident - 08

Runway Lth/Wid - 6000/ 150

Runway Surface - CONCRETE

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 185

Make/Model- 58

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, FREEZING RAIN WAS ENCOUNTERED WHICH BEGAN TO ACCUMULATE ON THE WINDSHIELD AND WINGS. THE PILOT REPORTED THAT HE CHECKED AND FOUND THAT THE CLOUDS HAD CLOSED IN BEHIND. HE DIVERTED TO CHILDRESS, TX. WHILE EN ROUTE, ADDITIONAL ICE ACCUMULATED ON THE AIRCRAFT AND THE PILOT'S VISIBILITY THROUGH THE WINDSHIELD BECAME OBSCURED. ON HIS FIRST APPROACH, HE HAD NO FORWARD VISIBILITY AND ELECTED TO GO AROUND. AFTER THE SECOND APPROACH, HE LANDED, BUT THE PLANE WENT OFF THE END OF THE RUNWAY. IT CONTINUED INTO A MUDDY COTTON FIELD AND THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 3153

12/26/82

CHILDRESS, TX

A/C Reg. No. N92565

Time (Lcl) - 1352 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - ICING CONDITIONS
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
5. WING - ICE
6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

7. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
9. PROPER TOUCHDOWN POINT - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - SOFT
11. TERRAIN CONDITION - WET
12. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,8

Factor(s) relating to this accident is/are finding(s) 2,3,5,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3183 12/29/82 FORT WORTH, TX A/C Reg. No. N89757 Time (Lcl) - 1528 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1141	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	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	MEACHAM FIELD
Wind Dir/Speed-	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 34L
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- TOWER	- 4000/ 75
Obstructions to Vision-	Type Apch/Lndg	Runway Surface
Precipitation	- VISUAL FULL CIRCUIT	- MACADAM
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	Total	- 66
	Months Since	Make/Model-	66
	Aircraft Type	Instrument-	1
		Last 24 Hrs	- 2
		Last 30 Days-	UNK/NR
		Last 90 Days-	66

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS CLEARED TO LAND ON RWY 34R BUT OVERFLEW HIS BASE LEG & TURNED FINAL TO RWY 34L. HE TURNED IN CLOSE BEHIND A C-150 THAT WAS CLEARED TO LAND ON 34L & WAS INSTRUCTED BY THE TOWER TO GO-AROUND. THE ACFT WAS OBSERVED FLYING THE LENGTH OF THE RWY DEVIATING LEFT & RIGHT, & THEN CRASH IN AN OPEN FIELD NORTH OF RWY 34L. AFTER TOUCHDOWN THE ACFT WENT THROUGH A CREEK & COLLIDED WITH AN EMBANKMENT ON THE FAR SIDE. THE PLT SAID HE ATTEMPTED THE GO-AROUND WITH FULL FLAPS DOWN.

Brief of Accident (Continued)

File No. - 3183

12/29/82

FORT WORTH, TX

A/C Reg. No. N89757

Time (Lcl) - 1528 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3171 9/07/82 MISSING AIRCRAFT, UN A/C Reg. No. N2194Z Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - FLOAT
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - YES-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) - 6000 FT OVERCAST
Cloud Conditions(2nd) - 9000 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE HOOD, AK
Destination
TWO LAKES, AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA, ME SEA

Age - 40

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2500	Last 24 Hrs	- UNK/NR
Make/Model	- 470	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 70
Multi-Eng	- 50		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT DISAPPEARED ON THIS FLIGHT OF 9/7/82. NO FLIGHT PLAN WAS FILED BUT IT IS BELIEVED PILOT WAS ON ROUND ROBIN FROM LAKE HOOD TO TWO LAKES AND RETURN.

Brief of Accident (Continued)

File No. - 3171

9/07/82

MISSING AIRCRAFT,UN

A/C Reg. No. N2194Z

Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3029 1/17/82 DELTA,UT

A/C Reg. No. N91TW

Time (Lc1) - 1435 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	2	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - PIPER PA-31T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 8

Eng Make/Model - P & W PT6A-28
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 620 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC,
Destination
LAS VEGAS,NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 220/008 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 12000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 55
Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4000	Last 24 Hrs	- UNK/NR
Make/Model-	520	Last 30 Days-	0
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 2300		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 1/2 MI FROM THE ARPT AFTER TAKEOFF, THE PLT NOTICED THE LEFT FRONT BAGGAGE DOOR PARTLY OPEN & MADE A LEFT TURN BACK TOWARD THE AIRSTIP. AFTER THE TURN, THE BAGGAGE DOOR CAME COMPLETELY OPEN, THE LEFT WING DROPPED IMMEDIATELY & THE ACFT STALLED. THE PLT ADDED FULL POWER & LOWERED THE NOSE. WHEN HE RAISED THE NOSE NEAR THE GROUND, THE ACFT SHUDDERED & CRASHED. TWO RESCUE PERSONNEL, BOTH CERTIFICATED PILOTS, ARRIVED SHORTLY AFTER THE ACCIDENT & FOUND THE NOSE BAGGAGE DOOR IN THE UNLOCKED POSITION WITH THE BAYONET PINS RETRACTED. A PIPER REPRESENTATIVE STATED THAT IF THE LEFT SIDE NOSE BAGGAGE DOOR OF A PA-31T OPENED IN FLT THERE WOULD BE THE LIKELIHOOD OF AN INTERRUPTION TO THE SMOOTH AIRFLOW THROUGH THE PROP, POSSIBLY REDUCING THE THRUST PRODUCED BY THE BLADES.

Brief of Accident (Continued)

File No. - 3029

1/17/82

DELTA,UT

A/C Reg. No. N91TW

Time (Lcl) - 1435 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. DOOR,CARGO - UNLOCKED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. DOOR,CARGO - OPEN
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE - DETERIORATED
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL - INADVERTENT - 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3058 5/31/82 OREM,UT A/C Reg. No. N5380D Time (Lc1) - 1345 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	1	0	0
Accident Occurred During -MANEUVERING					

-----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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 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 - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE ACCIDENT, THE STUDENT PILOT WAS OBSERVED PERFORMING POWER-ON STALLS AT LOW ALTITUDE WITH PASSENGERS ON BOARD. THE STALLS WERE BEING MADE TOWARD RAPIDLY RISING TERRAIN IN A MOUNTAINOUS AREA. AFTER THE LAST RECOVERY, THE AIRCRAFT WAS OBSERVED TURNING WHEN IT STALLED AGAIN AND COLLIDED WITH A MOUNTAIN SIDE. NO PREIMPACT/MECHANICAL FAILURES OR MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 3058

5/31/82

OREM,UT

A/C Reg. No. N5380D

Time (Lcl) - 1345 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. LOW PASS - INTENTIONAL - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. TERRAIN CONDITION - RISING
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3161 5/09/82 HERNDON, VA A/C Reg. No. N969H Time (Lcl) - 1221 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries.			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH 35-B33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-K
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 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- 340/017 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
GAITHERSBURG, MD
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DULLES INTER'L. AIRPORT
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 - 29
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 151 Last 24 Hrs - 1
Make/Model- 39 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING AN ENGINE FAILURE, THE PILOT HAD A LIMITED CHOICE OF TERRAIN FOR LANDING. HE LANDED HARD AND SLID INTO TREES. A METALLURGICAL EXAMINATION REVEALED THAT THE SHAFT ON THE ENGINE OIL PUMP DRIVE GEAR, PN 538609, HAD FAILED FROM FATIGUE. EVIDENCE OF HEAVY WEAR OF THE SHAFT WAS FOUND WHICH COINCIDED WITH A FOREIGN METALLIC SMEAR (ALUMINUM) ON THE SURFACE OF THE OIL REVEALED NO CONTAMINATION. AN EXAMINATION OF THE ENGINE LOG REVEALED THAT THE ENGINE HAD RECEIVED MAJOR REPAIR ON SEVERAL OCCASIONS, ONCE FOR A BROKEN PISTON.

Brief of Accident (Continued)

File No. - 3161

5/09/82

HERNDON, VA

A/C Reg. No. N969H

Time (Lc1) - 1221 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - WORN
2. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FATIGUE
3. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FAILURE,TOTAL
4. FLUID,OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3024 11/15/82 GORST,WA

A/C Reg. No. N9557T

Time (Lcl) - 1736 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-E
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 200/007 KTS
Visibility - 2.000 SM
Cloud Conditions(1st) - 300 FT SCATTERED
Cloud Conditions(2nd) - 700 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
PORTLAND,OR
Destination
BELLINGHAM,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

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
ME LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-210

Medical Certificate -
Flight Time (Hours)

Total	- 5000	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	500	Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A MTN DRG A VFR FLT UNDER IMC. AN ARTS-III RADAR PRINTOUT SHOWED THE ACFT WAS MAINTAINING A FAIRLY CONTINUOUS HEADING UNTIL RADAR COVERAGE WAS LOST. THE WRECKAGE WAS LOCATED ABOUT 3.4 MI NORTH OF THE LAST RADAR PLOT. ATC CONFIRMED LOSS OF RADAR CONTACT AT ABOUT 900 FT MSL. TERRAIN ELEVATIONS IN THE AREA OF LAST RADAR CONTACT ARE ABOUT 400 FT RISING TO ABOUT 1,000 FT NEAR THE CRASH SITE.

Brief of Accident (Continued)

File No. - 3024

11/15/82

GORST,WA

A/C Reg. No. N9557T

Time (Lcl) - 1736 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

5. LIGHT CONDITION - DUSK
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - RISING
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3031 12/18/82 NEAR RANDLE, WA A/C Reg. No. N244PH Time (Lc1) - 0200 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		2	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- BELL 214B	Eng Make/Model	- LYCOMING T5508-D	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 16000	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 2050 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	CARSON CITY, NV	Runway Ident
Wind Dir/Speed	- CALM		- N/A
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	- UNK/NR	INDEFINITE Type of Flight Plan	- N/A
Cloud Conditions(2nd)	- UNK/NR	INDEFINITE Type of Clearance	- N/A
Obstructions to Vision	- FOG	Type Apch/Lndg	- N/A
Precipitation	- UNK/NR		
Condition of Light	- NIGHT (BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8331	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 7	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - H-500D	Instrument- 117	Last 90 Days- 73
		Multi-Eng - 351	Rotorcraft - 5787

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED A PRIVATE HELIPORT & IMPACTED A MOUNTAIN AT THE 3,400 FT LEVEL. THE WRECKAGE WAS LOCATED ABOUT ONE MILE EAST FROM THE HELIPORT. THE IMPACT SITE WAS HIDDEN BEHIND A RIDGE & IS NOT VISIBLE FROM THE HELIPORT OR THE ACCESS ROAD TO THE HELIPORT. THE IMPACT AREA WAS COVERED BY FRESH SNOW. THE STEEP SLOPE, ABOUT 80 DEG, WAS CRISSCROSSED BY FALLEN TIMBER & MANY TREE STUMPS. ALTHOUGH STARS WERE VISIBLE AT THE HELIPORT, FOG WAS OBSERVED IN THE MOUNTAINS.

Brief of Accident (Continued)

File No. - 3031

12/18/82

NEAR RANDLE,WA

A/C Reg. No. N244PH

Time (Lc1) - 0200 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. WEATHER CONDITION - FOG
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 5. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 6. TERRAIN CONDITION - HIGH TERRAIN
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3141 7/01/82 LADYSMITH,WI A/C Reg. No. N40037 Time (Lcl) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	MANITOWISH WATERS,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MANKATO,MN	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 55
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT COLLIDED WITH A FENCE AND ROUGH TERRAIN DURING A FORCED LANDING ON A CROSS-COUNTRY FLIGHT. THE STUDENT HEARD A LOUD KNOCKING FROM THE ENGINE AFTER ABOUT 35 MINUTES OF FLIGHT. HE REDUCED POWER WHICH HELPED BUT THE ENGINE WAS STILL NOISY. THE STUDENT SELECTED A MOWED FIELD FOR LANDING. DURING THE LANDING ROLL THE AIRCRAFT WENT THROUGH A FENCE INTO ROCKY TERRAIN. ONE PUSH ROD IN THE ENGINE WAS FOUND BOWED ABOUT 2 INCHES AND THERE WAS SIGNS OF OIL SPILLAGE. NO OTHER MALFUNCTIONS NOTED. SIX QUARTS OF OIL REMAINED IN THE SUMP.

Brief of Accident (Continued)

File No. - 3141

7/01/82

LADYSMITH,WI

A/C Reg. No. N40037

Time (Lc1) - 0945 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,PUSH ROD - BENT
 2. FLUID,OIL - LEAK
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE
 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3037 7/23/82 MILWAUKEE,WI

A/C Reg. No. N9031F

Time (Lc1) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Fire
NONE

Accident Occurred During -HOVER

-----Aircraft Information-----

Make/Model - ROBINSON R22

Landing Gear - SKID

Max Gross Wt - 1300

No. of Seats - 2

Eng Make/Model - LYCOMING HO-320-A2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/006 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TIMMERMAN

Runway Ident - 04

Runway Lth/Wid - 2295/ 280

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- 275

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 101

Rotorcraft - 2461

Instrument Rating(s) - NONE

-----Narrative-----

AS THE STUDENT PLT WAS PRACTICING A HOVERING MANEUVER, THE ACFT STARTED MOVING TO THE LEFT & LOSING ALTITUDE SLOWLY. THE CFI WAS ADDING COLLECTIVE PITCH WHEN THE LEFT SKID CONTACTED THE GROUND & THE ACFT ROLLED OVER. THE LEFT SKID, M/R BLADES & TAILBOOM SEPARATED.

Brief of Accident (Continued)

File No. - 3037

7/23/82

MILWAUKEE, WI

A/C Reg. No. N9031F

Time (Lc1) - 1315 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ROLL OVER
Phase of Operation HOVER

Finding(s)

3. LANDING GEAR, SKID ASSEMBLY - OVERLOAD
 4. LANDING GEAR, SKID ASSEMBLY - SEPARATION
 5. ROTOR SYSTEM, MAIN ROTOR BLADE - OVERLOAD
 6. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION
 7. MISC ROTORCRAFT, TAIL BOOM - OVERLOAD
 8. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
-

-----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. - 3140 11/18/82 SHEBOYGAN,WI A/C Reg. No. N6078U Time (Lcl) - 0015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER 601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	GARDEN CITY,KN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SHEBOYGAN,WI	SHEBOYGAN COUNTY
Wind Dir/Speed- 200/003 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
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)
COMMERCIAL	Current - YES	Total - 3203
SE LAND,ME LAND	Months Since - 6	Make/Model- 2240
	Aircraft Type - UNK/NR	Instrument- 454
		Multi-Eng - 2763
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT NOTICED HAZE IN LIGHTS AT DESTINATION BUT HAD EXCELLENT GROUND CONTACT THROUGHOUT THE APPROACH. AT THRESHOLD HE ENTERED DENSE GROUND FOG & LOST ALL VISUAL CONTACT. THE ACFT CRASHED DURING THE GO-AROUND.

Brief of Accident (Continued)

File No. - 3140

11/18/82

SHEBOYGAN,WI

A/C Reg. No. N6078U

Time (Lc1) - 0015 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3050 10/23/82 KEMMERER,WY A/C Reg. No. N3460Q Time (Lcl) - 2210 MDT

-----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	ON GROUND	Pass	1	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - CESSNA 320E	Eng Make/Model - CONTINENTAL TSIO-520-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BIG PINEY,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEMMERER,WY	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 41190
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2503
	Aircraft Type - C-320	Instrument- 5005
		Multi-Eng - 22180
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED BIG PINEY AT APPROXIMATELY 2200 & WAS OBSERVED TO CLIMB STRAIGHT OUT FROM RWY 31 TO AN ESTIMATED 7,800 FT MSL. THE ACFT THEN TURNED TO A SOUTHWESTERLY HEADING TOWARD KEMMERER. SHORTLY THEREAFTER A WITNESS AT BIG PINEY HEARD THE PLT ATTEMPT TO CONTACT KEMMERER UNICOM TWICE ON 122.8. HE ALSO HEARD TWO REPETITIONS OF FIVE CLICKS EACH ON THE SAME FREQ. THE RWY LIGHTS AT KEMMERER MIKE ACTIVATED. THE ACFT IMPACTED THE EAST SIDE OF A MOUNTAIN AT THE 9,100 FT LEVEL 16 MI NORTH OF KEMMERER. A WITNESS WHO WAS CAMPING APPROXIMATELY ONE MILE NORTH OF THE ACCIDENT SITE STATED THAT THERE WAS CLOUD COVER. THE PLT HAD A LIVER TISSUE FLUID ETHYL ALCOHOL CONTENT OF 142 MG%.

Brief of Accident (Continued)

File No. - 3050

10/23/82

KEMMERER,WY

A/C Reg. No. N3460Q

Time (Lcl) - 2210 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 6903

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AAB-84/08

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