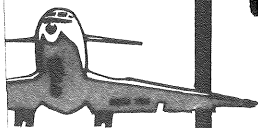


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**PB84-916909**



# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

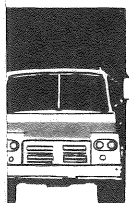
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 18 OF ~~1980~~ ACCIDENTS  
**1982**



NTSB / AAB ~~85 / 10~~

**84/09**

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09  
Issue 18



UNITED STATES GOVERNMENT



TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1983 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. 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: Supplemental Issue					
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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## **FOREWORD**

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/incident reports arranged in state and date order.

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 Accidents.

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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## TABLE OF CONTENTS

	<u>Page</u>
Foreword	II
Table of Contents.....	IV
Explanatory Notes.....	V

## AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-299

## DEFINITIONS

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

### Aircraft Accidents

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 affecting more than 5 percent of the body surface.

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Personal

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

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

## **2. AIR CARRIER**

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

**FILE ORDER LISTING**

**ISSUE NUMBER 18**

**CALENDAR YEAR 1982**

## File Order Listing - Issue No. 18, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3401	N8096D	110282	CANJILON, NM	PIPER	PA-34-200T	FATAL	228
3402	N38034	121282	RAMONA, CA	BEECH	C24R	NONE	72
3403	N9342C	081382	HAWTHORNE, CA	PIPER	PA-28R-201	MINOR	56
3404	N74957	120982	500 NM E, HONOLULU, HI	PIPER	PA-31-350	FATAL	138
3405	N732JP	081682	BUENA PARK, CA	CESSNA	T210L	MINOR	62
3406	N4603L	081382	LOMPOC, CA	CESSNA	152	FATAL	60
3406	N733HV	081382	LOMPOC, CA	CESSNA	172	FATAL	58
3407	N29HT	111382	ORINDA, CA	CESSNA	340A	FATAL	66
3408	N74JT	061882	FRESNO, CA	BEECH	H-18	MINOR	52
3409	N704GL	071782	LAKE ISABELLA, CA	CESSNA	150M	MINOR	54
3410	N4583F	102482	VALLEJO, CA	PIPER	PA-28-181	FATAL	64
3413	N68056	111882	DENVER, CO	MCDONALD DOU	DC-10	MINOR	84
5000	N5782N	010582	PENSACOLA, FL	ROCKWELL	114	MINOR	96
5001	N9240N	011982	WASHINGTON, DC	DEHAVILLAND	DHC-6-300	MINOR	86
5002	N31031	011282	CHICAGO, IL	LOCKHEED	L-1011	MINOR	148
5003	N323BA	030982	SOUTH BEND, IN	SWEARINGEN	SA-266TC	MINOR	156
5004	N9361E	022782	WELDON, CA	AERONCA	11AC	NONE	46
5005	N74HP	012082	SAN JOSE, CA	PIPER	PA-31-350	MINOR	40
5006	N6728	030882	LAS VEGAS, NV	BOEING	707-131B	FATAL	232
5007	N205SG	020982	BIRMINGHAM, AL	BEECH	200	MINOR	20
5008	N778JA	031082	LONG BEACH, CA	DOUGLAS	DC-9-82	MINOR	48
5009	N8423U	032082	MOBILE, AL	CESSNA	172F	MINOR	22
5010	N101RA	021882	BOISE, ID	EMBRAER	EMB-110P1	MINOR	142
5011	N6838A	031682	CHICKASHA, OK	CESSNA	402C	MINOR	256
5012	N615KC	011282	CLARKSBURG, WV	EMBRAER	EMB-110P1	MINOR	292



## File Order Listing - Issue No. 18, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
5013	N1851S	012982	ATLANTA, GA	BEECH	B200	MINOR	118
5014	N3505Q	030882	NEAR MELBOURNE, FL	PIPER	PA-28-140	MINOR	100
5015	N5018P	010382	VAN NUYS, CA	PIPER	PA-24-180	MINOR	38
5016	N9783R	050182	AVA, MO	BEECH	M35	MINOR	190
5017	N10AY	022682	ATLANTA, GA	BEECH	B90	MINOR	120
5018	N89585	042082	COTTONWOOD FALLS, KS	CESSNA	152	MINOR	160
5019	N257ER	032482	DAYTONA BEACH, FL	PIPER	PA-44	MINOR	102
5020	N2N	042082	ST. LOUIS, MO	ROCKWELL	NA-265-65	MINOR	188
5021	N2233Q	051382	ST. LOUIS, MO	CESSNA	402B	MINOR	194
5022	N2048Z	050482	CHESTERFIELD, MO	BEECH	F33A	MINOR	192
5023	N201WX	062082	DAUPHIN ISLAND, AL	MOONEY	M20J	MINOR	28
5024	N53RT	043082	ENTERPRISE, AL	PIPER	PA-31-350	MINOR	26
5025	N3870G	082582	SCAMMON BAY, AK	CESSNA	206B	MINOR	8
5026	N73717	021582	ONTARIO, CA	BOEING	B737-2H4	MINOR	44
5027	N9674C	013082	TRUCKEE, CA	PIPER	PA-28R-201	MINOR	42
5028	N80701	021282	JAMAICA, NY	DEHAVILLAND	DHC-6-100	MINOR	234
5029	N87Y	032082	HOUSTON, TX	ROCKWELL	NA-265-80	MINOR	272
5030	N18FE	012282	LOUISVILLE, KY	DASSAULT/SUD	FALCON 20	MINOR	164
5031	N41045	040282	TALLAHASSEE, FL	PIPER	PA-31-350	MINOR	104
5032	N20HR	032582	KALAMAZO, MI	BEECH	65-88	MINOR	178
5033	N3016P	040982	TUSCALOOSA, AL	PIPER	PA-23-170	MINOR	24
5034	N7627U	040982	YOUNGSTOWN, OH	BOEING	727-200	MINOR	250
5035	N222SA	052882	LAKE CHARLES, LA	PIPER	PA-31P-135	MINOR	166
5036	N26210	031182	FLUSHING, NY	NORD AVIATIO	262A-12	MINOR	236
5037	N25MA	040282	SAVANNAH, GA	PIPER	PA-31P	MINOR	122

## File Order Listing - Issue No. 18, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5038	N919RW	070582	BOISE, ID	DOUGLAS	DC-9-31	MINOR	144
5039	N714TA	072982	HAMPTON, GA	CESSNA	152	MINOR	128
5040	N25973	102582	AUGUSTA, ME	PIPER	J3C-65	MINOR	174
5040	N5742T	102582	AUGUSTA, ME	CESSNA	172E	MINOR	176
5041	N8088U	052782	NEAR GOSHEN, IN	DOUGLAS	DC-8-61	NONE	158
5042	N33226	071582	NEAR SPARTA, GA	CESSNA	177RG	MINOR	126
5043	N88694	052382	CHARLOTTE, NC	CESSNA	404	MINOR	212
5044	N7043Z	080882	WILSONVILLE, NE	PIPER	PA-25-235	NONE	224
5045	N2163W	082582	DULUTH, GA	BEECH	C23	MINOR	130
5046	N52716	092282	CASHMERE, WA	CESSNA	177RG	MINOR	286
5047	N2091E	093082	INTRACOASTAL CITY, LA	BELL	214ST	MINOR	168
5048	N59749	060282	ASHEBORO, NC	PIPER	PA-31-325	MINOR	214
5049	N4099A	102882	CLARKSVILLE, TN	BEECH	B99	MINOR	264
5050	N785NC	120182	BOISE, ID	MCDONNELL DO	DC-9-51	MINOR	146
5051	N7394U	092182	NEAR DILLINGHAM, AK	CESSNA	C-207	MINOR	10
5052	N261S	090182	APPLETON, WI	SWEARINGEN	SA-226TC	MINOR	290
5053	N69341	040582	WAUKEGAN, IL	CESSNA	402B	MINOR	154
5054	N525N	061682	NEAR PORT HEIDEN, AK	DE HAVILLAND	DHC-6-100	MINOR	2
5055	N70604	080482	NEAR BIG LAKE, AK	PIPER	J-3	MINOR	4
5056	N95WA	041882	ASHEVILLE, NC	BEECH	BE-99	MINOR	210
5057	N8245N	082982	BELTSVILLE, MD	PIPER	PA-28-140	MINOR	172
5058	N857H	032582	DENVER, CO	GULFSTREAM	G159-C	MINOR	76
5059	N21254	073182	OSHKOSH, WI	CESSNA	182P	MINOR	288
5060	N4025W	100282	NEAR PORT HEIDEN, AK	PIPER	PA-32-300	MINOR	14
5061	N3904	102682	HOMER, AK	DEHAVILLAND	DHC-3	MINOR	16

## File Order Listing - Issue No. 18, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5062	N85BH	121382	WICHITA, KS	BEECH	100	MINOR	162
5063	N49556	073082	NEAR WINTER PARK, CO	AEROSPATIALE	350D	MINOR	78
5064	N6868D	090782	ST. LOUIS, MO	CESSNA	421C	MINOR	200
5065	N333EA	042082	MIAMI, FL	LOCKHEED	L-1011	MINOR	108
5066	N23BX	040282	DETROIT, MI	ROCKWELL	SABRELINER	MINOR	180
5067	N171DC	060682	MACON, GA	BEECH	18	MINOR	124
5068	N73983	070382	NEAR MERTZON, TX	BELL	47G2A1	MINOR	274
5069	XAMEJ	021982	HARLINGEN, TX	BOEING	B-727-200	MINOR	268
5070	N192MA	022482	CHICAGO, IL	SWEARINGEN	SA-227	MINOR	150
5072	N220HB	091582	MONTGOMERY, AL	PIPER	PA-34-220T	MINOR	30
5073	N5471M	091382	DENVER, CO	FAIRCHILD/SW	SA226TC	MINOR	82
5074	N721J	051282	NEAR, FT. MYER, FL	GATES LEARJE	24B	MINOR	110
5075	N6262P	122182	MOULTRIE, GA	PIPER	PA-24-250	MINOR	134
5076	N600TS	122182	WATERLOO, IA	PIPER	PA31-350	MINOR	140
5077	N5475M	122282	KLAMATH FALLS, OR	SWEARINGEN	SA-226TC	MINOR	258
5078	N4745B	092382	PONTIAC, MI	CESSNA	152	MINOR	182
5078	N24236	092382	PONTIAC, MI	CESSNA	152	MINOR	184
5079	N6428V	111982	SANTA ANA, CA	CESSNA	172RG	NONE	68
5080	N1218V	120982	NEAR PALM SPRINGS, CA	CESSNA	551	MINOR	70
5081	N3809E	120782	MONTICELLO, NY	AERONCA	11AC	MINOR	248
5082	N4814C	111082	GREENBORO, NC	CONVAIR	340	MINOR	216
5083	N6338T	121382	CHESTERFIELD, MO	BEECH	B200	MINOR	202
5084	N8871Z	120682	SARASOTA, FL	BOEING	727-225	MINOR	116
5085	N9344	121882	PELLSTON, MI	DOUGLAS	DC9-30	MINOR	186
5086	N61366	093082	KENAI, AK	PIPER	PA31-350	MINOR	12

## File Order Listing - Issue No. 18, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5087	N64323	072882	FLUSHING, NY	BOEING	727-231	MINOR	244
5088	N312MA	080582	ST. JOSEPH, MO	MITSUBISHI	MU-2B-25	MINOR	198
5089	N1717U	081382	NEAR ANVIK, AK	CESSNA	207	MINOR	6
5090	N1500E	121082	OVER FARGO, ND	GATES LEAR J	35A	MINOR	222
5091	N1969J	081682	EL PASO, TX	CESSNA	421B	NONE	276
5092	N7345F	081282	NORTH PLATTE, NE	BOEING	737-291	NONE	226
5094	N104WA	082182	HONOLULU, HI	MCDONNELL DO	DC-10-30F	MINOR	136
5095	N3606B	072082	FENTON, MO	BEECH	E18S	MINOR	196
5096	N6292D	072982	COLUMBUS, OH	CESSNA	172N	MINOR	254
5097	N153TG	120782	CHAMBLEE, GA	GULFSTREAM A	G-159	MINOR	132
5098	N137AA	123082	THERMAL, CA	MCDONNELL-DO	DC-10-30	NONE	74
5099	N501BC	120582	WASHINGTON, DC	PIPER	PA-23-250	MINOR	90
5100	N62Z	033082	CHICAGO, IL	SWEARINGEN	SA226TC	MINOR	152
5101	N2258F	120282	INTERCOASTAL CITY, LA	BELL	412	MINOR	170
5102	N114GA	051882	GILLETTE, WY	GULFSTREAM A	G-159C	MINOR	296
5103	N50DA	110182	BARROW, AK	SHORT BROS.	SC7 SERIES	NONE	18
5104	N6810	122682	MEMPHIS, TN	BOEING	727-223	MINOR	266
5105	N536TX	101882	HOUSTON, TX	DOUGLAS	DC-9-30	MINOR	278
5106	N1124J	052182	DAYTON, OH	BAC	1-11-204AF	MINOR	252
5107	N846AA	112282	LITTLE ROCK, AR	BOEING	727-223	MINOR	34
5108	N7356F	080582	DENVER, CO	BOEING	737-291	MINOR	80
5109	N159AN	060882	GILLETTE, WY	GRUMMAN	G-159C	MINOR	298
5110	N288WA	090282	WASHINGTON, DC	BOEING	727	SERIOUS	88
5111	N798N	120582	WINSTON-SALEM, NC	BOEING	737-201	MINOR	218
5112	N8432Q	111482	CLARKSBURG, WV	CESSNA	185	MINOR	294

## File Order Listing - Issue No. 18, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5113	N26005	072382	WESTHAMPTON BEACH, NY	PIPER	PA-38-112	MINOR	242
5114	N5BA	111682	HUNTSVILLE, AL	BEECH	G18S	MINOR	32
5115	N752N	122882	WASHINGTON, DC	BOEING	737-222	MINOR	92
5116	N213DS	102882	WILMINGTON, DE	BEECH	E90	MINOR	94
5117	N40627	031882	BAYPORT, NY	PIPER	J3C-65	MINOR	238
6001	HCBHS	011982	MIAMI, FL	CANADAIR	CL-44D4	MINOR	98
6002	XAIJI	022582	DEL RIO, TX	PIPER	PA-23	MINOR	270
6003	CGLXJ	061682	ROCHE HARBOR, WA	PIPER	PA-28-180	MINOR	282
6004	GBJZC	050882	FOUNTAIN VALLEY, CA	THUNDER BALL	LTD.	SERIOUS	50
6005	CGZDT	080182	FRIDAY HARBOR, WA	CESSNA	A185F	MINOR	284
6006	Y207P	040682	FT. LAUDERDALE, FL	CESSNA	421B	NONE	106
6007	CGKBJ	121782	CUT BANK, MT	PIPER	PA-28R-200	MINOR	208
6008	CFZMZ	041482	WILLISTON, ND	CESSNA	170A	NONE	220
6009	CFSPV	083082	HELENA, MT	BEECH	A23-19	MINOR	206
6010	CGICK	082282	NEAR KALISPELL, MT	CESSNA	150L	FATAL	204
6011	CGMYL	022582	HILTON HEAD, SC	CESSNA	210L	FATAL	260
6012	HK284	112782	MIAMI, FL	BOEING	707-323C	MINOR	114
6013	CFHYE	083182	PHILIP, SD	CESSNA	180	MINOR	262
6014	XAHIJ	122682	ANIMAS, NM	PIPER	PA-32-300	FATAL	230
6015	CFRJL	052282	SCOTTSDALE, AZ	CESSNA	195	MINOR	36
6016	CGAAA	070582	FLUSHING, NY	BOEING	727-233	MINOR	240
6017	YV419	062182	LAKELAND, FL	AERO COMMAND	S2R	FATAL	112
6018	CFQDQ	052282	ROCHE HARBOR, WA	BELLANCA	7ECA	MINOR	280
6019	CGRMX	092782	HANCOCK, NY	GRUMMAN AMER	AA-5B	MINOR	246



**AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT**

**U.S. CIVIL AND FOREIGN AVIATION**

**ISSUE NUMBER 18 OF 1982 ACCIDENTS**

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5054      6/16/82      NEAR PORT HEIDEN, AK      A/C Reg. No. N525N      Time (Lcl) - 1501 ADT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage					
ON-DEMAND AIR TAXI	MINOR		Fatal	0	Serious	0
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under -14 CFR 135	IN FLIGHT	Pass	0	0	0	1
Incident Occurred During -CRUISE						9

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

Make/Model - DE HAVILLAND DHC-6-100	Eng Make/Model - P & W PT6 A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 11579	Engine Type - TURBOPROP	Weather Radar - NO
No. of Seats - 13	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	KING SALMON, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHIGNIK, AK	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 6000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 9050
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 150
		Multi-Eng - 2310
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT, THE LEFT ENGINE SURGED TWICE AND THE PILOT OBSERVED FIRE EMITTING FROM THE EXHAUST AND COWLING. AFTER SECURING THE ENGINE AND DISCHARGING THE FIRE BOTTLE WITHOUT EFFECT, THE PILOT MADE A PRECAUTIONARY LANDING AT PORT HEIDEN AIRPORT. INVESTIGATION REVEALED THAT THE ENGINE HAD EXPERIENCED A SEIZURE OF THE PLANETARY "X" GEAR. THE MODE OF FAILURE OF THE SUBJECT GEAR WAS NOT IDENTIFIED.



Brief of Incident (Continued)

File No. - 5054

6/16/82

NEAR PORT HEIDEN, AK

A/C Reg. No. N525N

Time (Lc1) - 1501 ADT

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

Finding(s)

1. REDUCTION GEAR ASSY, REDUCTION GEAR - BINDING(MECHANICAL)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5055      8/04/82      NEAR BIG LAKE, AK      A/C Reg. No. N70604      Time (Lcl) - 2115 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage MINOR	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
Incident Occurred During -CRUISE					

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

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 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	LAKE HOOD, AK	
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 - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 129
SE LAND, SE SEA	Months Since -	Make/Model- 66
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, THE AIRCRAFTS ENGINE LOST POWER AND BEGAN VIBRATING SEVERLY. AFTER THE PILOT TRIED UNSUCCESSFULLY TO REMEDY THE PROBLEM, HE EXECUTED AN EMERGENCY LANDING IN A MARSH. SHORTLY AFTER TOUCHDOWN THE AIRCRAFT BOGGED DOWN AND NOSED OVER. A TEARDOWN EXAMINATION OF THE ENGINE REVEALED THAT IT HAD EXPERIENCED AN INTERNAL FAILURE IN THE AREA OF THE #1 AND #2 CYLINDERS. WHILE THE EXACT MODE AND SEQUENCE OF FAILURE WAS NOT IDENTIFIED, EVIDENCE OF INADEQUATE LUBRICATION WAS OBSERVED.

Brief of Incident (Continued)

File No. - 5055

8/04/82

NEAR BIG LAKE, AK

A/C Reg. No. N70604

Time (Lcl) - 2115 ADT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, PARTIAL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5089      8/13/82      NEAR ANVIK, AK      A/C Reg. No. N1717U      Time (Lcl) - 2230 ADT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	MINOR		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, FERRY	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 91	IN FLIGHT	Pass	0	0	None	1
Incident Occurred During	-CRUISE						0

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

Make/Model	- CESSNA 207	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	- 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	SHAGELUK, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	ANVIK, AK		ANVIK	
Wind Dir/Speed	- 135/015 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2800/ 70
Cloud Conditions(1st)	- 2000 FT OVERCAST	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DUSK				

-----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 - UNK/NR	Total - 9020	Last 24 Hrs - 3
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 2402	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 165	Last 90 Days - 180
		Multi-Eng - 1400	Rotorcraft - 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DEADHEADING FLIGHT BACK TO HIS OPERATIONS BASE, THE PILOT EXPERIENCED AN INFLIGHT FIRE AND SMOKE IN THE COCKPIT. AFTER HE EXTINGUISHED THE FIRE AND EVACUATED THE SMOKE, A NORMAL LANDING WAS MADE. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE ALTERNATOR BONDING WIRE HAD BROKEN OFF THE TERMINAL AND ONE LEAD TO THE VOLTAGE REGULATOR WAS BROKEN OFF. AN FAA INSPECTORS' SURVEILLANCE RECORD STATED, IN PART, THAT "THE CONDITION OF THE WIRING INDICATED A LACK OF PROPER CARE AND INSPECTION."

Brief of Incident (Continued)

File No. - 5089

8/13/82

NEAR ANVIK, AK

A/C Reg. No. N1717U

Time (Lcl) - 2230 ADT

Occurrence

FIRE

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - DISCONNECTED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - DISCONNECTED

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5025      8/25/82      SCAMMON BAY, AK      A/C Reg. No. N3870G      Time (Lcl) - 1400 BDT

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

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

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

Make/Model	- CESSNA 206B	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 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	EMMONAK, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SCAMMON BAY, AK		SCAMMON BAY	
Wind Dir/Speed	- 090/010 KTS	ATC/Airspace		Runway Ident	- 10
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2800/ 100
Cloud Conditions(1st)	- 3500 FT BROKEN	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3830	Last 24 Hrs - 4
SE LAND, SE SEA	Months Since -	Make/Model - 3167	Last 30 Days - 91
	Aircraft Type - C-206	Instrument - 86	Last 90 Days - 240

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN ON SHORT FINAL THE PILOT ATTEMPTED TO ADD POWER FOR GLIDE PATH CORRECTION BUT RECEIVED NO ENGINE RESPONSE. HE SWITCHED TANKS AND OPENED THE STRAINER DRAIN VALVE BECAUSE OF PREVIOUS WATER CONTAMINATION PROBLEMS. HE MADE A LEFT TURN TO MAKE AN EMERGENCY LANDING ON A RIVER BANK, AND ABOUT FIVE SECONDS BEFORE TOUCH DOWN, SWITCHED ON THE FUEL BOOST PUMP. STILL NO RESPONSE FROM THE ENGINE OCCURRED. THE AIRCRAFT LANDED ON THE RIVER BANK, COLLAPSING THE NOSE GEAR AND RECEIVING OTHER AIRFRAME DAMAGE. SUBSEQUENT INVESTIGATION REVEALED THE PRESENCE OF WATER IN THE FUEL SUMP. THE PILOT STATED THAT HE HAD BEEN EXPERIENCING FUEL CONTAMINATION FROM A VARIETY OF SOURCES.

Brief of Incident (Continued)

File No. - 5025

8/25/82

SCAMMON BAY, AK

A/C Reg. No. N3870G

Time (Lcl) - 1400 BDT

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

Finding(s)  
1. FLUID, FUEL - WATER  
-----

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

Finding(s)  
2. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND  
-----

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

Finding(s)  
3. TERRAIN CONDITION - ROUGH/UNEVEN  
4. LANDING GEAR, NOSE GEAR - OVERLOAD  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5051      9/21/82      NEAR DILLINGHAM, AK      A/C Reg. No. N7394U      Time (Lcl) - 1428 ADT

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

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

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

Make/Model	- CESSNA C-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	- 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	MANAKOTAK, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DILLINGHAM, AK			
Wind Dir/Speed	- 180/025 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- 2000 FT BROKEN	Type of Clearance	- NONE	Runway Surface	- N/A
Cloud Conditions(2nd)	- 12000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 6845	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since -	Make/Model - 601	Last 30 Days - UNK/NR
	Aircraft Type - C-185	Instrument - 116	Last 90 Days - 377
GLIDER		Multi-Eng - 18	Rotorcraft - UNK/NR
Instrument Rating(s)	- AIRPLANE		

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE AIRCRAFT EXPERIENCED A POWER FAILURE. THE PILOT STATED THAT WHEN THE POWER LOSS OCCURRED HE SWITCHED THE FUEL SELECTOR FROM THE LEFT TANK TO THE RIGHT TANK AND SELECTED "MAX HI-ON" ON THE FUEL BOOST PUMP. HIS ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL. THE PILOT FURTHER STATED THAT AFTER THE MISHAP HE CHECKED BOTH FUEL TANKS; THE LEFT TANK WAS EMPTY AND THE RIGHT TANK WAS PARTIALLY FULL. HE ALSO STATED THAT ON A PREVIOUS FLIGHT THAT DAY, FUEL WAS SIPHONING FROM THE LEFT TANK, BUT THE CONDITION ALLEVIATED ITSELF WHEN HE RESECURED THE FUEL CAP. FUEL SIPHONING USUALLY OCCURS WHEN THE BOTTOM OF THE FUEL BLADDER IS NOT SECURED AND THE BLADDER COLLAPSES UPWARD. THIS CONDITION CAN CAUSE ERRONEOUS FUEL QUANTITY INDICATIONS. A REVIEW OF THE AIRCRAFT FLIGHT MANUAL INDICATED THAT ACTUATION OF THE "MAX HI-ON" HALF OF THE FUEL BOOST PUMP SWITCH DURING ENGINE RESTART CAN CAUSE FLOODING OF THE INTAKE MANIFOLDS.



Brief of Incident (Continued)

File No. - 5051

9/21/82

NEAR DILLINGHAM, AK

A/C Reg. No. N7394U

Time (Lc1) - 1428 ADT

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
  3. FUEL SYSTEM, TANK - BUCKLED
- 

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

Finding(s)

4. UNSUITABLE TERRAIN
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5086      9/30/82      KENAI, AK      A/C Reg. No. N61366      Time (Lcl) - 0836 AST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage					
SUPPLEMENTAL	MINOR		Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	6
Incident Occurred During -LANDING						

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

Make/Model - PIPER PA31-350	Eng Make/Model - LYCOMING TIO-540J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
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 - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	KENAI AIRPORT
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7500/ 150
Cloud Conditions(1st) - 1500 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 8000 FT OVERCAST	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1525
		Instrument- 217
		Multi-Eng - 1800
		Last 30 Days- UNK/NR
		Last 90 Days- 320

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMUTER FLIGHT DEPARTED KENAI, DESTINED FOR ANCHORAGE AK. THE PILOT STATED THAT WHILE ON APPROACH HE COULD NOT OBTAIN A POSITIVE GEAR DOWN AND LOCKED INDICATION ON THE NOSE GEAR. THE PILOT ELECTED TO RETURN TO KENAI AIRPORT DUE TO WEATHER AT ANCHORAGE. UPON LANDING THE NOSEWHEEL RETRACTED. EXAMINATION OF THE NOSE GEAR REVEALED THAT A STAINLESS STEEL FLEXIBLE LINE ENCLOSED IN A PROTECTIVE RUBBER CASING WAS CHAFED BY A BOLT IN THE NOSE GEAR SCISSORS ASSEMBLY. THE STAINLESS STEEL EXTERIOR MESH WAS RUSTED THROUGH AND GAVE NO SUPPORT TO THE INTERNAL PRESSURE LINE, THEREBY ALLOWING THE LINE TO BURST.

Brief of Incident (Continued)

File No. - 5086

9/30/82

KENAI, AK

A/C Reg. No. N61366

Time (Lc1) - 0836 AST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
  2. HYDRAULIC SYSTEM, LINE - BURST
  3. FLUID, HYDRAULIC - LOSS, TOTAL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5060      10/02/82      NEAR PORT HEIDEN,AK      A/C Reg. No. N4025W      Time (Lcl) - 2200 ADT

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540 KIA5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PORT HEIDEN,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2000 FT BROKEN	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 - 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)
COMMERCIAL	Current - YES	Total - 16337
SE LAND	Months Since -	Make/Model- 553
	Aircraft Type - PA-32	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PILOT, HE WAS BACK TAXIING ALONG A BEACH AFTER LANDING AND WHILE ATTEMPTING TO MAKE A TURN THE NOSE GEAR COLLAPSED. ON EXAMINATION, THE PILOT FOUND THAT A BOLT IN THE NOSE GEAR STEERING MECHANISM HAD FAILED DUE TO EXCESSIVE WEAR. THIS ALLOWED THE NOSE GEAR TO OVER ROTATE IN THE TURN, PUTTING SEVERE SIDE LOADS ON THE GEAR.

Brief of Incident (Continued)

File No. - 5060

10/02/82

NEAR PORT HEIDEN, AK

A/C Reg. No. N4025W

Time (Lcl) - 2200 ADT

---

Occurrence            NOSE GEAR COLLAPSED

Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, NOSEWHEEL STEERING - DISCONNECTED
  2. LANDING GEAR, NOSE GEAR ASSEMBLY - WORN
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5061      10/26/82      HOMER, AK      A/C Reg. No. N3904      Time (Lcl) - 1600 ADT

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

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

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

Make/Model	- DEHAVILLAND DHC-3	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 8000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 16	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/010 KTS</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;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">BELUGA LAKE SEAPLANE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</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 style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA, ME SEA</p> <p>Instrument Rating(s) - AIRPLANE</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since -</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 14563</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 145</p>
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-----Narrative-----

AFTER REMOVING THE FLOATS AND REINSTALLING THE WHEELS ON THE AIRCRAFT, THE PILOT RECEIVED PERMISSION TO TAKE OFF ON A ROADWAY BRIDGE THATS SPANS BELUGA LAKE. THE PURPOSE OF THE FLIGHT WAS TO FERRY THE PLANE TO NEARBY HOMER AIRPORT. ON TAKEOFF, THE AIRCRAFT VEERED LEFT DUE TO A WIND GUST AND WHEN THE PILOT CORRECTED WITH RIGHT BRAKE, THE NOSE TUCKED DOWN. THIS ALLOWED THE PROPELLER BLADE TIPS TO COME IN CONTACT WITH THE GROUND. THE TAKEOFF WAS CONTINUED AND THE AIRCRAFT LANDED AT HOMER AIRPORT WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5061

10/26/82

HOMER, AK

A/C Reg. No. N3904

Time (Lc1) - 1600 ADT

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Occurrence            PROPELLER/ROTOR CONTACT

Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5103      11/01/82      BARROW, AK      A/C Reg. No. N50DA      Time (Lc1) - 1530 AST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0
Incident Occurred During	-LANDING						

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

Make/Model	- SHORT BROS. SC7 SERIES 3	Eng Make/Model	- AIRESEARCH TPE 331-2201A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 12300	Engine Type	- TURBOPROP	Weather Radar	- UNK/NR
No. of Seats	- 20	Rated Power	- 755 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POINT HOPE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARROW, AK	
Wind Dir/Speed - 040/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1500 FT SCATTERED	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 - NONE		
Condition of Light - NIGHT (DARK)		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS ON A ROUND TRIP FLIGHT FROM BARROW, AK TO POINT HOPE, AK AND RETURN. AFTER LANDING AT POINT HOPE, THERE WAS A 20 MIN DELAY WHILE WAITING FOR THE GROUND CREW. THE PILOT STATED THAT HE RAN THE ENGINES FOR SOME 10 MIN OR SO DUE TO THE HIGH WINDS AND COLD. HE STATED THAT THE WIND WAS AVERAGING ABOUT 45 KTS AND WAS TOO STRONG TO MAINTAIN CONTROL ON TOP OF THE AIRCRAFT FOR REFUELING. THE PILOT CALCULATED THAT HE HAD MORE THAN ENOUGH FUEL TO RETURN TO BARROW. WHILE RETURNING, HE FLEW PAST TWO POSSIBLE REFUEL POINTS AND A THIRD PLACE WHERE HE COULD HAVE LANDED. WHILE OVER WATER NEAR HIS DESTINATION, THE LEFT ENGINE FLAMED OUT AND THE PILOT INCORRECTLY SHUT DOWN THE RIGHT ENGINE. HE WAS ABLE TO RESTART THE RIGHT ENGINE, BUT IT SOON FLAMED OUT ALSO. A SUCCESSFUL FORCED LANDING WAS THEN MADE ON THE TUNDRA. ACCORDING TO THE PILOT, THE ENGINE FLAMED OUT DUE TO LACK OF FUEL.



Brief of Incident (Continued)

File No. - 5103

11/01/82

BARROW,AK

A/C Reg. No. N50DA

Time (Lc1) - 1530 AST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - UNFAVORABLE WIND
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5007      2/09/82      BIRMINGHAM, AL      A/C Reg. No. N205SG      Time (Lcl) - 0700 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage NONE		Injuries		
Type of Operation      -EXECUTIVE	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Incident Occurred During      -CLIMB			0	0	0
					2
					8

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

Make/Model      - BEECH 200	Eng Make/Model      - P&W PT6A-41	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines      - 2	Stall Warning System      - YES
Max Gross Wt      - 12500	Engine Type      - TURBOPROP	Weather Radar      - YES
No. of Seats      - 10	Rated Power      - 850 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	JACKSON, MS	BIRMINGHAM MUNI
Wind Dir/Speed-      UNK/NR	ATC/Airspace	Runway Ident      - N/A
Visibility      - 1.500 SM	Type of Flight Plan      - IFR	Runway Lth/Wid      - N/A
Cloud Conditions(1st)      - 400 FT BROKEN	Type of Clearance      - IFR	Runway Surface      - N/A
Cloud Conditions(2nd)      - UNK/NR	Type Apch/Lndg      - ILS - COMPLETE	Runway Status      - N/A
Obstructions to Vision-      FOG		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 32	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current      - YES	Total      - 6100
ME LAND	Months Since      -	Make/Model-      814
	Aircraft Type      - BEECH	Instrument-      UNK/NR
		Multi-Eng      - UNK/NR
		Last 24 Hrs      - UNK/NR
		Last 30 Days-      UNK/NR
		Last 90 Days-      UNK/NR
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

WHILE CLIMBING THRU 500 FT AGL ON TAKEOFF, THE MANUAL PITCH TRIM STRUCK AT 1 OR 2 UNITS NOSE UP. USE OF THE THREE TRIM DISCONNECT SWITCHES DID NOT REMEDY THE PROBLEM. ABOUT 30 SECS LATER, THE PITCH TRIM RAN AWAY NOSE UP AND WOULD NOT STOP UNTIL THE PITCH TRIM CIRCUIT BREAKER WAS PULLED. MANUAL TRIM REMAINED INOP. THE PROBLEM CLEARED UP 2 OR 3 MINS LATER. SUBSEQUENT INVESTIGATION DISCLOSED EVIDENCE OF THE MANUAL PITCH TRIM CHAIN BINDING ON A STRINGER IN THE PEDESTAL. NO OTHER MALFUNCTIONS WERE IDENTIFIED. THE AIRCRAFT HAD A HISTORY OF MALFUNCTIONING MANUAL PITCH TRIM.

Brief of Incident (Continued)

File No. - 5007

2/09/82

BIRMINGHAM,AL

A/C Reg. No. N205SG

Time (Lcl) - 0700 CST

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Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - BINDING(MECHANICAL)
  2. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - UNDETERMINED
  3. ELEVATOR TRIM - UNCONTROLLED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5009      3/20/82      MOBILE,AL      A/C Reg. No. N8423U      Time (Lcl) - 1455 CST

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

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

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

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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 - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	BATES FIELD
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4988/ 150
Cloud Conditions(1st) - 3500 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 92
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

UPON ARRIVAL AT THE AIRCRAFT, THE PILOT NOTED THAT THE NOSE GEAR STRUT WAS UNDER INFLATED. THE PILOT, WHO IS TRAINING TO BE AN A&P MECHANIC, DIAGNOSED THE PROBLEM AS AN OIL LEAK. HOWEVER, TO AVOID ABORTING THE FLIGHT, HE INFLATED THE STRUT WITH AIR ONLY AND TOOK OFF. ON LANDING, IN A STRONG CROSSWIND, THE NOSE STRUT COLLAPSED CAUSING THE AIRCRAFT TO WHEELBARROW. THE PROPELLER TIPS AND THE RIGHT WING TIP SCRAPED THE RUNWAY CAUSING MINOR DAMAGE.

Brief of Incident (Continued)

File No. - 5009

3/20/82

MOBILE,AL

A/C Reg. No. N8423U

Time (Lc1) - 1455 CST

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

Finding(s)

1. LANDING GEAR,NOSE GEAR ASSEMBLY - LEAK
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
  5. WEATHER CONDITION - CROSSWIND
  6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2           DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5033      4/09/82      TUSCALOOSA, AL      A/C Reg. No. N3016P      Time (Lcl) - 1100 CST

-----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
Incident Occurred During	-STANDING			0	0	0
						None
						2
						0

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

Make/Model	- PIPER PA-23-170	Eng Make/Model	- LYCOMING O-340-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 170 HP		

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

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

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

Pilot-In-Command	Age - 27	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2500	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since -	Make/Model - 10	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 150
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT THE RIGHT ENGINE WAS SHUT DOWN AND THE PROP FEATHERED AFTER A VIBRATION WAS FELT. THE FLIGHT CONTINUED TO ITS INTENDED DESTINATION. WITNESSES STATED THAT THEY OBSERVED THE RIGHT PROP ROTATING WHILE ON FINAL APPROACH, EVEN THOUGH THE CREW HAD FEATHERED IT. AFTER LANDING, THE A&P CERTIFICATED, AIRPLANE OWNER BEGAN TROUBLESHOOTING THE VIBRATION PROBLEM. ONE BLADE FROM THE RT PROP SEPARATED WITH THE ENGINE AT 2000 RPM, PENETRATING A HANGAR AND THE WINDSHIELD OF A PARKED AIRPLANE. A SERIES OF FATIGUE CRACKS ON THE HUB, ORIGINATING AT OR NEAR THE HUB SURFACE, WERE LOCATED NEAR THE HUB SPIDER. THE PROPELLER HAD BEEN EXPOSED TO A GROUND STRIKE 217 HOURS BEFORE THE FAILURE. IT WAS RETURNED TO SERVICE AFTER INSPECTION AND OVERHAUL.

Brief of Incident (Continued)

File No. - 5033

4/09/82

TUSCALOOSA, AL

A/C Reg. No. N3016P

Time (Lcl) - 1100 CST

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - PREVIOUS DAMAGE
  2. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE
  3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5024      4/30/82      ENTERPRISE,AL      A/C Reg. No. N53RT      Time (Lcl) - 1550 CDT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	MINOR				
Type of Operation	Fire	Crew	Fatal	Injuries	
-NON SCHED,DOMESTIC,PASSENGER	IN FLIGHT	Pass	0	Serious	Minor
Flight Conducted Under			0	0	0
-14 CFR 135			0	0	0
Incident Occurred During					None
-TAKEOFF					1
					6

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J28D	ELT Installed/Activated - UNK/NR
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ENTERPRISE MUNICIPAL
Wind Dir/Speed- 045/007 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 80
Cloud Conditions(1st) - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 22000
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 1825
		Instrument- 3746
		Multi-Eng - 11680
		Last 30 Days- UNK/NR
		Last 90 Days- 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LIFTOFF, THE PILOT FELT THE AIRCRAFT YAW LEFT AND NOTICED THAT THE LEFT ENGINE MANIFOLD PRESSURE HAD DROPPED FROM 42" HG TO 29" HG. HE ANALYSED A TURBOCHARGER FAILURE AND ELECTED TO KEEP THE ENGINE RUNNING IN THE NORMALLY ASPIRATED MODE. AT APPROXIMATELY 400' THE PILOT SAW SMOKE AND FIRE COMING FROM THE RIGHT SIDE OF THE ENGINE. HE SECURED AND FEATHERED THE ENGINE AND MADE A SINGLE ENGINE LANDING. SUBSEQUENT EXAMINATION REVEALED THE RIGHT SIDE COMMON EXHAUST PIPE FROM THE #1,3 AND 5 CYLINDERS TO THE TURBO HAD SEPARATED. THIS SEPARATION ALLOWED HOT EXHAUST GASES TO IMPINGE ON THE ENGINE COMPARTMENT AND BURN THROUGH THE COWL AND SEVERAL WIRES. IT WAS DETERMINED THAT THE DETACHED PART HAD BEEN REPLACED 1.5 HOURS PRIOR TO THE INCIDENT. INVESTIGATION REVEALED THAT A WRONG REPLACEMENT PART WAS USED WHICH WAS SHORTER THAN THE REQUIRED PART. INSTALLATION WAS POSSIBLE DUE TO OVERLAPPING EXHAUST TUBE SLIP JOINTS. POOR ORGANIZATION AND NUMBERING OF PARTS CATALOGS WAS CITED BY THE MAINTENANCE FACILITY AS CONTRIBUTING TO THE INSTALLATION ERROR.



Brief of Incident (Continued)

File No. - 5024

4/30/82

ENTERPRISE,AL

A/C Reg. No. N53RT

Time (Lcl) - 1550 CDT

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

Finding(s)

1. EXHAUST SYSTEM,STACK - INCORRECT
2. MAINTENANCE,REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSLN
3. EXHAUST SYSTEM,STACK - DISCONNECTED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5023      6/20/82      DAUPHIN ISLAND, AL      A/C Reg. No. N201WX      Time (Lcl) - 1158 CDT

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BIRMINGHAM, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DAUPHIN ISLAND, AL	DAUPHIN ISLAND
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 80
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 365
SE LAND	Months Since -	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 9
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A NORMAL FLIGHT FROM BIRMINGHAM, AL, THE PILOT EXECUTED A VISUAL FULL CIRCUIT APPROACH TO RUNWAY 12 AT DAUPHIN ISLAND, AL. THE PILOT STATED THAT HE STABILIZED ON FINAL AT 72 KNOTS WITH FULL FLAPS AND THAT HE HAD A 5-10 KNOT CROSSWIND FROM THE SOUTH. THE AIRCRAFT BOUNCED SEVERAL TIMES DURING LANDING AND THE PILOT APPLIED FULL POWER FOR A GO-AROUND. DURING THE GO-AROUND, THE AIRCRAFT STRUCK A SAND DUNE AND DAMAGED THE PROPELLER AND THE NOSE GEAR. AFTER STRIKING THE DUNE THE PILOT ELECTED TO LAND STRAIGHT AHEAD OFF THE AIRPORT IN SHALLOW WATER. THERE WAS NO REPORTED AIRFRAME OR POWERPLANT MALFUNCTIONS. THIS WAS THE PILOTS FIRST FLIGHT AS PIC IN THE AIRCRAFT.

Brief of Incident (Continued)

File No. - 5023

6/20/82

DAUPHIN ISLAND,AL

A/C Reg. No. N201WX

Time (Lcl) - 1158 CDT

---

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5072      9/15/82      MONTGOMERY, AL      A/C Reg. No. N220HB      Time (Lcl) - 0920 CDT

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

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

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

Make/Model	- PIPER PA-34-220T	Eng Make/Model	- CONTINENTAL TS10-360-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	- YES
No. of Seats	- 7	Rated Power	- 220 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	DANNELLY FIELD
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 27
Cloud Conditions(1st)	- NONE	Type of Clearance	- 9000 -UNK/NR
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 16000
SE LAND, ME LAND	Months Since -	Make/Model	- 100
	Aircraft Type - UNK/NR	Instrument	- 1202
		Multi-Eng	- 9000
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 54
		Rotorcraft	- 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT A NORMAL RUNUP WAS COMPLETED BEFORE TAKEOFF. DURING THE TAKEOFF ROLL, THE AIRCRAFT ACCELERATED THROUGH 75 KNOTS WHEN A LOUD BANG WAS HEARD FROM THE LEFT SIDE. THE TAKEOFF WAS ABORTED AND A ROLLOUT ACCOMPLISHED. EXAMINATION OF THE LEFT ENGINE REVEALED THAT ONE OF THREE LEFT PROPELLER COUNTERWEIGHTS WERE MISSING. EACH COUNTERWEIGHT IS SECURED BY A SINGLE BOLT AND LOCKING NUT. EXAMINATION OF THE BOLT TUB REVEALED EVIDENCE OF PRE-LOAD STRESS. A SERVICE BULLETIN WAS ISSUED ON MARCH 03 1982, STATING THAT TO REDUCE PRE-LOAD STRESS ON THE COUNTERWEIGHT BOLT, THE TORQUE SPECIFICATION HAS BEEN REDUCED FROM 105-100 FOOT POUNDS TO 65-60 TORQUE POUNDS.

Brief of Incident (Continued)

File No. - 5072

9/15/82

MONTGOMERY, AL

A/C Reg. No. N220HB

Time (Lcl) - 0920 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, COUNTERWEIGHT - OVERTORQUE
  2. PROPELLER SYSTEM/ACCESSORIES, COUNTERWEIGHT - SEPARATION
  3. PROCEDURES/DIRECTIVES - NOT CORRECTED - MANUFACTURER
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5114      11/16/82      HUNTSVILLE,AL      A/C Reg. No. N5BA      Time (Lcl) - 0645 CST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	MINOR						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Incident Occurred During	-DESCENT							

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

Make/Model	- BEECH G18S	Eng Make/Model	- P&W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 10	Rated Power	- 450 HP		

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

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

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 5500
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- 800
		Multi-Eng - 3500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT CARGO DOOR SEPARATED FROM THE ACFT. THE DOOR WAS A HAMILTON CARGO DOOR INSTALLED UNDER AN STC WHICH REQUIRED 3 HINGES ON TOP & 3 PINS ON BOTTOM WITH AN OVERCENTER LOCKING MECHANISM ON THE HANDLE FOR THE PINS. THIS DOOR HAD 2 HINGES INSTALLED. ONLY 2 PINS WERE FOUND OPERATIONAL & THERE WAS NO OPERABLE OVERCENTER LOCKING MECHANISM.

Brief of Incident (Continued)

File No. - 5114

11/16/82

HUNTSVILLE, AL

A/C Reg. No. N5BA

Time (Lcl) - 0645 CST

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. DOOR, CARGO - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. DOOR, CARGO - SEPARATION

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5107      11/22/82      LITTLE ROCK, AR      A/C Reg. No. N846AA      Time (Lc1) - 2131 CST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE		Pass	0	Serious	Minor	None
Incident Occurred During	-LANDING				0	0	0	7
								16

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

Make/Model	- BOEING 727-223	Eng Make/Model	- P & W JT8D-9	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 134	Rated Power	- 14500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	MEMPHIS, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LITTLE ROCK, AR	ADAMS
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7012/ 150
Cloud Conditions(1st) - 700 FT OVERCAST	Type of Clearance - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
ATP	Current - YES	Total - 11000
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 4
	Aircraft Type - 727-223	Make/Model- 8000
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 150
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW REPORTED THAT THEY BROKE OUT OF THE CLOUDS AT ABOUT 744 FT AGL WHILE ON AN ILS APPROACH AND THAT THE CEILING WAS RAGGED. AT ABOUT 500 FT AGL, THE CAPTAIN TURNED ON THE WINDSHIELD WIPERS. THE FIRST OFFICER WAS FLYING THE AIRCRAFT FROM THR RIGHT SEAT AND MADE A SMOOTH TOUCHDOWN. AT ABOUT THAT TIME, THE RAIN BECAME EXTREMELY HEAVY TO THE POINT THAT THE RUNWAY LIGHTS WERE DIFFUSED, BUT STILL SOMEWHAT VISIBLE. THE CAPTAIN TOLD THE FIRST OFFICER THAT THE PLANE WAS DRIFTING LEFT, BUT THE FIRST OFFICER DID NOT DETECT THE DRIFT. THE CAPTAIN TOOK CONTROL, BUT NOT IN TIME TO PREVENT THE AIRCRAFT FROM DRIFTING OFF THE RUNWAY. THREE RUNWAY LIGHTS WERE KNOCKED OUT AND THE PLANE RECEIVED MINOR DAMAGE BEFORE IT WAS STEERED BACK ONTO THE RUNWAY. MARKS ON THE RUNWAY INDICATED THAT THE TIRES HAD HYDROPLANNED.



Brief of Incident (Continued)

File No. - 5107

11/22/82

LITTLE ROCK, AR

A/C Reg. No. N846AA

Time (Lc1) - 2131 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
6.    PROPER ALIGNMENT - NOT MAINTAINED - COPILOT
7.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - COPILOT
8. SUPERVISION - INADEQUATE - PILOT IN COMMAND
9. OBJECT - RUNWAY LIGHT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 6,8

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,5,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6015      5/22/82      SCOTTSDALE,AZ      A/C Reg. No.   CFRJL      Time (Lcl) - 1312 MST

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

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

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

Make/Model    - CESSNA 195	Eng Make/Model - JACOBS R-755-A2	ELT Installed/Activated - UNK/NR
Landing Gear   - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt   - 3350	Engine Type    - RECIPROCATING-CARBURETOR	Weather Radar   - NO
No. of Seats    - 4	Rated Power    - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing        - NO RECORD OF BRIEFING	Last Departure Point	
Method            - N/A	TULSON,AZ	
Completeness     - N/A	Destination	Airport Data
Basic Weather     - VMC	SCOTTSDALE,AZ	SCOTTSDALE MUNI
Wind Dir/Speed- 240/006 KTS		Runway Ident    - 21
Visibility        - 35.0    SM	ATC/Airspace	Runway Lth/Wid - 4801/    75
Cloud Conditions(1st) - 20000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface   - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance   - TOWER	Runway Status    - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg     - UNK/NR	
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      -	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, A RESIDENT OF CANADA, LANDED THE FOREIGN REGISTERED AIRCRAFT ON RUNWAY 21 WITH A WIND FROM 240 DEG AT 6 KTS. REPORTEDLY, THE AIRCRAFT GROUND LOOPED DURING THE LANDING.

Brief of Accident/Incident (Continued)

File No. - 6015

5/22/82

SCOTTSDALE,AZ

A/C Reg. No. CFRJL

Time (Lcl) - 1312 MST

---

Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5015      1/03/82      VAN NUYS, CA      A/C Reg. No. N5018P      Time (Lcl) - 1441 PST

-----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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Incident Occurred During -LANDING					

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

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	VAN NUYS
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
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 - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3333
SE LAND	Months Since -	Make/Model- 33
	Aircraft Type - B-35F	Instrument- UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DID NOT GET A GEAR DOWN INDICATION PRIOR TO LANDING. THE TOWER AND THE PILOT OF ANOTHER AIRCRAFT OBSERVED THE LEFT MAIN LANDING GEAR NOT FULLY EXTENDED. AFTER ATTEMPTING TO EXTEND THE GEAR FOR ABOUT TWO HOURS UNSUCCESSFULLY, THE PILOT LANDED GEAR UP ON THE RUNWAY. EXAMINATION REVEALED THAT THE LEFT MAIN GEAR RETRACT ASSEMBLY CABLE HOUSING HAD SEPARATED.

Brief of Incident (Continued)

File No. - 5015

1/03/82

VAN NUYS, CA

A/C Reg. No. N5018P

Time (Lcl) - 1441 PST

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL

-----  
Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5005      1/20/82      SAN JOSE, CA      A/C Reg. No. N74HP      Time (Lcl) - 1000 PST

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

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

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING LT10-54-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7045	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 8	Rated Power - 350 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	CHESTER, CA	SAN JOSE MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 12
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 4418/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - IFR	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 - YES	Total - 13760
SE LAND, ME LAND	Months Since -	Make/Model- 1805
	Aircraft Type - UNK/NR	Instrument- 2125
		Multi-Eng - 10180
		Last 24 Hrs - 2
		Last 30 Days- 33
		Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS DEPARTING ON AN IFR FLIGHT FROM SAN JOSE, CA TO CHESTER, CA. SHORTLY AFTER LIFTOFF AT AN ALTITUDE OF ABOUT 50 FEET AGL, THE PILOT HEARD A LOUD BANG AND THE RIGHT FRONT SEAT PASSENGER INFORMED HIM THAT THE RIGHT PROPELLER WAS MISSING. THE PILOT SECURED THE ENGINE AND CIRCLED THE AIRPORT TO AN UNEVENTFUL LANDING. THE PROPELLER HUB AND TWO BLADES WERE FOUND ON THE RUNWAY: THE THIRD BLADE WAS NEVER LOCATED. INSPECTION REVEALED A 3 TO 4 INCH PROGRESSIVE FATIGUE FRACTURE ON THE HUB. AIRCRAFT RECORDS INDICATED THAT THE HUB HAD ABOUT 3421 HOURS TOTAL TIME, AND 707 HOURS SINCE OVERHAUL.

Brief of Incident (Continued)

File No. - 5005

1/20/82

SAN JOSE, CA

A/C Reg. No. N74HP

Time (Lcl) - 1000 PST

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, HUB - SEPARATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5027      1/30/82      TRUCKEE, CA      A/C Reg. No. N9674C      Time (Lcl) - 0030 PST

-----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
Incident Occurred During -LANDING					

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - TELEDYNE/CONT TSIO-360-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN FRANCISCO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TRUCKEE, CA	TRUCKEE TAHOE
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 80.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6400 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - ICE
Obstructions to Vision- NONE		SNOW - DRY
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

-----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 - 303
SE LAND	Months Since -	Make/Model- 63
	Aircraft Type - UNK/NR	Instrument- 93
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 117

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL THE AIRCRAFT VEERED SHARPLY TO THE LEFT AND STRUCK A SNOWBANK, COLLAPSING THE NOSE AND LEFT MAIN LANDING GEAR. INSPECTION OF THE RUNWAY REVEALED THE PRESENCE OF SEVERAL LARGE ICE CHUNKS ADHERING TO THE RUNWAY SURFACE.



Brief of Incident (Continued)

File No. - 5027

1/30/82

TRUCKEE,CA

A/C Reg. No. N9674C

Time (Lc1) - 0030 PST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. OBJECT - OBJECT
5. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

Occurrence #4      GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

9. LANDING GEAR,NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5026      2/15/82      ONTARIO, CA      A/C Reg. No. N73717      Time (Lcl) - 2104 PST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
DOMESTIC/FLAG	MINOR						
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	5	
Incident Occurred During -APPROACH			0	0	0	114	

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

Make/Model - BOEING B737-2H4	Eng Make/Model - P&W JT8D-9A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 110000	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 119	Rated Power - 14500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OAKLAND, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ONTARIO, CA	ONTARIO INTERNATIONAL
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 300 FT INDEFINITE	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - LOCALIZER ONLY	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 9950
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 5
	Aircraft Type - B-737	Make/Model- 2780
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 159

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BECAUSE THE GLIDE SLOPE HAD BEEN REMOVED FROM SERVICE, AIR CAL FLIGHT 754 WAS VECTORED BY THE ONTARIO TRACON 'N' CONTROLLER FOR A LOCALIZER ONLY APPROACH TO RUNWAY 26L. THE FIRST OFFICER STATED HE DESCENDED TO 1,200 FT AFTER PASSING THE FAF/OM. THE CAPTAIN THEN TOLD HIM TO HOLD HIS ALTITUDE BECAUSE HE WAS IN THE PROCESS OF IDENTIFYING THE LOCATION OF BAKES INTERSECTION(1,500 FT MSL MUST BE MAINTAINED UNTIL PASSING BAKES). SHORTLY AFTER THIS THE AIRCRAFT COLLIDED WITH A POWERLINE ABOUT 3 MILES FROM THE APPROACH END OF 26L AND 1.7 MILES BEFORE REACHING BAKES. THE CREW THEN PERFORMED A MISSED APPROACH AND DIVERTED TO LOS ANGELES INTERNATIONAL WHERE THE AIRCRAFT PROCEEDED TO RUN OFF THE RUNWAY DUE TO LOSS OF EFFECTIVE BRAKING AND REVERSE THRUST. CONTROLLERS HANDLING THE FLIGHT STATED THEY SAW A MINIMUM SAFE ALTITUDE WARNING (MSAW) FOR THE FLIGHT JUST PRIOR TO AIR CAL BUT DID NOT SEE OR HEAR AN ALERT FOR FLIGHT 754. INFORMATION ON THE CONTINUOUS DISC RECORDING SHOWED THAT AN MSAW WAS SOUNDED FOR BOTH AIRCRAFT.

Brief of Incident (Continued)

File No. - 5026

2/15/82

ONTARIO, CA

A/C Reg. No. N73717

Time (Lc1) - 2104 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. APPROACH AIDS, ILS GLIDE SLOPE - INOPERATIVE
2. IFR PROCEDURE - IMPROPER - COPILOT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. OBJECT - WIRE, TRANSMISSION
7. PROPER ALTITUDE - BELOW - COPILOT
8. SUPERVISION - INADEQUATE - PILOT IN COMMAND
9. FLIGHT ADVISORIES - NOT ISSUED - ATC PERSONNEL (DEP/APCH)
10. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT), INSTRUMENT LOCATION - ATC PERSONNEL (DEP/APCH)
11. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
12. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - OTHER
13. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

14. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
15. THRUST REVERSER - FAILURE, TOTAL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2, 7, 8, 14, 15

Factor(s) relating to this incident is/are finding(s) 1, 3, 4, 5, 6, 9, 10, 11, 12, 13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5004

2/27/82

WELDON, CA

A/C Reg. No. N9361E

Time (Lc1) - 1500 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Incident Occurred During -LANDING

Crew 0

0

1

0

Pass 0

0

0

0

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

Make/Model - AERONCA 11AC

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1250

No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 65 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

WELDON, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 70

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 5700

Make/Model- 22

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT WHILE AT CRUISE, THE ENGINE BEGAN RUNNING ROUGH AND A PRECAUTIONARY LANDING WAS EXECUTED. DURING THE TOUCHDOWN, THE AIRCRAFT STRUCK A BUMP DISCONNECTING THE STEERING SPRINGS. HE THEN LOST DIRECTIONAL CONTROL, STRIKING A TREE AND FENCE ON THE LEFT SIDE OF THE DIRT ROAD. HOWEVER, WITNESSES REPORTED THAT SHORTLY BEFORE THE AIRPLANE LANDED, GROUND PERSONNEL ADVISED BYSTANDERS THAT AN AIRCRAFT WOULD BE LANDING ON THE ROAD. WITNESSES FURTHER STATED THAT THE AIRCRAFT HAD LANDED ON THE ROAD IN THE PAST TO HAVE MAINTENANCE PERFORMED AT A LOCAL GARAGE.

Brief of Incident (Continued)

File No. - 5004

2/27/82

WELDON, CA

A/C Reg. No. N9361E

Time (Lc1) - 1500 PST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. LANDING GEAR, TAILWHEEL ASSEMBLY - DISCONNECTED
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. OBJECT - FENCE

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

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

Factor(s) relating to this incident is/are finding(s) 1,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5008      3/10/82      LONG BEACH, CA      A/C Reg. No. N778JA      Time (Lcl) - 1853 PST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	NONE		Fatal	Injuries		
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	0	0	0	6
Incident Occurred During	-STANDING			0	0	0	62

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

Make/Model	- DOUGLAS DC-9-82	Eng Make/Model	- P&W JT8D-217	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES	
Max Gross Wt	- 148000	Engine Type	- TURBOFAN	Weather Radar	- YES	
No. of Seats	- 147	Rated Power	- 20800 LBS THRUST			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	LONG BEACH/DAUGHETY FIELD
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 14.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5211
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - DC-9-80	Make/Model- 168
		Last 30 Days- 85
		Instrument- 1014
		Last 90 Days- 268
		Multi-Eng - 5061

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ENGINE START, GROUND PERSONNEL REPORTED OVER THE INTERCOM TO THE PILOTS THAT FUEL WAS DRIPPING FROM THE NO. 2 ENGINE AS IT WAS SPOOLING UP AND CALLED FOR CONTINUED MOTORING WITH THE FUEL LEVER OFF. WHEN GROUND PERSONNEL THEN REPORTED A FIRE THE CAPTAIN DISCHARGED BOTH FIRE BOTTLES AND CONTINUED MOTORING THE ENGINE. AIRPORT FIRE CREWS ARRIVED AND EXTINGUISHED THE FIRE. THE PASSENGERS WERE EVACUATED WITHOUT INCIDENT. NO FIRE WARNINGS WERE RECEIVED IN THE COCKPIT, ACCORDING TO BOTH PILOTS. THE ENGINE WAS DISASSEMBLED AND NO REASON FOR THE FIRE DETERMINED.

Brief of Incident (Continued)

File No. - 5008

3/10/82

LONG BEACH, CA

A/C Reg. No. N778JA

Time (Lcl) - 1853 PST

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Occurrence            FIRE  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)  
1. UNDETERMINED

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6004      5/08/82      FOUNTAIN VALLEY, CA      A/C Reg. No.   GBJZC      Time (Lc1) - 1245 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR	Fatal	Injuries		
Type of Operation      -AIR SHOW/RACING	Fire	0	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	0	1	1	0
Acc/Inc Occurred During      -TAKEOFF		0	1	0	0
		Other			

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

Make/Model      - THUNDER BALLOONS LTD.	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      - 1423	Engine Type      - N/A	Weather Radar - NO	
No. of Seats      - 3	Rated Power      - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method      - IN PERSON	SAME AS ACC/INC	
Completeness      - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident      - UNK/NR
Visibility      - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - UNK/NR
Cloud Conditions(1st) - 2000 FT BROKEN	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg      - NONE	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - UNK/NR
	Months Since      -	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
FREE BALLOON		
Instrument Rating(s) - NONE		

-----Narrative-----

THE PILOT STATED THE BALLOON WAS INFLATED AND ESTABLISHED WEIGH-OFF PROCEDURES WERE CONDUCTED. AT THE END OF THE WEIGHT-OFF PROCEDURE, AS THE BALLOON WAS BEING WALKED BY THE GROUND HANDLERS, AN INCREASE IN WIND VELOCITY CAUSED THE BASKET TO BE PULLED FREE FROM THEIR GRASP. THE BALLOONS GONDOLA WAS DRAGGED ACROSS THE GROUND FOR ABOUT 100 YARDS, COLLIDED WITH A PORTABLE STAGE, WENT UP AND OVER THE ROOF OF THE STAGE, AND COLLIDED WITH A TOW TRUCK CAUSING A PASSENGER TO FALL OUT BEFORE BECOMING AIRBORNE. IT SUCCESSFULLY LANDED ABOUT 13 MILES NORTH OF THE TAKEOFF SITE. A NATIONAL WEATHER SERVICE FORCASTER AT THE SITE STATED THAT WINDS WERE 180 DEGREES AT 7 MPH WITH GUSTS TO 10 MPH AT 5 FEET ABOVE THE GROUND.



Brief of Accident/Incident (Continued)

File No. - 6004

5/08/82

FOUNTAIN VALLEY, CA

A/C Reg. No. GBJZC

Time (Lcl) - 1245 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PROPER ASSISTANCE - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3408      6/18/82      FRESNO, CA      A/C Reg. No. N74JT      Time (Lcl) - 1856 PDT

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

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

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

Make/Model	- BEECH H-18	Eng Make/Model	- P & W R-985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 10100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 450 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES, CA	FRESNO AIR TERMINAL
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - 29R
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9218/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - IFR	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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3767
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 1
	Aircraft Type - B-18	Make/Model- 2475
		Instrument- 364
		Last 30 Days- UNK/NR
		Last 90 Days- 130
		Multi-Eng - 2961

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER LIFT-OFF FROM RWY 29R, THE ACFT BEGAN TO PITCH UP. AS THE PITCH-UP PROGRESSED, THE PLT APPLIED RIGHT AILERON & FULL RIGHT RUDDER. THE ACFT RESPONDED BY ROLLING TO THE RIGHT WITH THE NOSE FALLING THRU. SUBSEQUENTLY, THE PLT WAS ABLE TO PULL OUT BEFORE THE ACFT HIT THE GROUND. IT COLLIDED WITH A 6 FT WIRE FENCE WHICH TORE OFF THE ENGINES & CAUSED THE ACFT TO ROTATE CLOCKWISE ON THE GROUND. CARGO IN THE ACFT WAS THROWN THRU THE SIDE OF THE FUSELAGE. THE PLT EXITED THE ACFT WITHOUT INJURY. THE ACFT IMMEDIATELY BURST INTO FLAMES & THE FUSELAGE WAS BADLY BURNED. AN INVESTIGATION REVEALED THAT 2989 LBS OF FREIGHT PLUS A 359 LB MOTORCYCLE WERE BEING CARRIED BETWEEN BULKHEADS 5 & 11. THE BULKHEAD LOADS WERE LIMITED TO 450 LBS (5-8) & 300 LBS (8-10). THE MAX GROSS WEIGHT AT TAKEOFF WAS ESTIMATED TO BE 10,310 LBS. THE PLT REPORTED THAT NONE OF THE FREIGHT WAS TIED DOWN.

Brief of Accident (Continued)

File No. - 3408

6/18/82

FRESNO,CA

A/C Reg. No. N74JT

Time (Lc1) - 1856 PDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. TIE DOWN/SECURITY OF CARGO - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT POSSIBLE -

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

Finding(s)

4. OBJECT - FENCE

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

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

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. - 3409      7/17/82      LAKE ISABELLA, CA      A/C Reg. No. N704GL      Time (Lcl) - 0930 PDT

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

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

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

Make/Model - 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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KERNVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RIALTO, CA	
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	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)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since -	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ACFT WAS FLOWN APRX 5 MI SOUTH OF THE ARPT & WAS AT ABOUT 1000 FT ABOVE A LAKE WHEN THE ENG BEGAN VIBRATING VIOLENTLY & LOSING POWER. THE PLT TURNED TOWARD THE SHORE & TRIED VARIOUS MIXTURE SETTINGS IN AN ATTEMPT TO CORRECT THE PROBLEM. SUBSEQUENTLY, DURING A FORCED LANDING, THE ACFT COLLIDED WITH A FENCE. AN EXAM OF THE ENG REVEALED THAT THE STARTER GEAR WAS DETACHED FROM THE STARTER SHAFT. METAL FRAGMENTS WERE FOUND IN NUMEROUS AREAS OF THE ENG, INCLUDING THE OIL SCREEN, WHICH HAD COLLAPSED. THE OIL PUMP GEAR CAVITIES WERE SCORED, AS WELL AS THE CRANKSHAFT MAIN JOURNAL BEARINGS, WHICH EXHIBITED EXTENSIVE COPPER LAYER EXPOSURE. THE FRONT JOURNAL BEARINGS WERE ALSO EMBEDDED WITH ALUMINUM. THE #1 CONNECTING ROD HAD SEPARATED FROM ITS CRANKPIN. THE CRANKPIN WAS DISCOLORED & HAD FRAGMENTS OF STEEL WELDED TO THE JOURNAL. BOTH CONNECTING ROD CAP BOLTS OF THE FAILED ROD WERE NECKED DOWN AT THE FRACTURE FACES.

Brief of Accident (Continued)

File No. - 3409

7/17/82

LAKE ISABELLA, CA

A/C Reg. No. N704GL

Time (Lcl) - 0930 PDT

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

Finding(s)

1. ENGINE ACCESSORIES, ENGINE STARTER - DISINTEGRATED
  2. LUBRICATING SYSTEM - CONTAMINATION
  3. ENGINE ASSEMBLY, BEARING - OVERTEMPERATURE
  4. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
  5. ENGINE ASSEMBLY - VIBRATION
- 

Occurrence #2      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CLIMB - TO CRUISE

-----

Occurrence #3      FORCED LANDING  
Phase of Operation      LANDING

-----

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3403      8/13/82      HAWTHORNE, CA      A/C Reg. No. N9342C      Time (Lc1) - 1924 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 -APPROACH			0	0	0
					1
					0

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

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAWTHORNE
Wind Dir/Speed- 260/015 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 279	Last 24 Hrs - 0
SE LAND	Months Since -	Make/Model- 31	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 41	Last 90 Days- 27
		Multi-Eng - 4	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ON FINAL APPROACH AFTER THE ENGINE LOST POWER. THE PLT STATED THAT ON FINAL THE ENGINE BACKFIRED, LOST POWER AND WOULD NOT RESPOND TO THROTTLE MOVEMENT. THE ENGINE HAD BEEN THE SUBJECT OF PREVIOUS WRITE-UPS & WORK ORDERS, WHICH INCLUDED FUEL PRESSURE FLUCTUATION, ROUGH ENGINE, BAD FUEL PUMP, ENGINE DIES AT IDLE AND RICH MIXTURE. ON THE DAY OF THE ACCIDENT THE FUEL INJECTION UNIT WAS REMOVED FOR OVERHAUL AND REPLACED. DURING POST ACCIDENT TESTING THE ENGINE RAN BUT BECAME EXCESSIVELY RICH. MANUAL LEAN GAVE A SIGNIFICANT RISE IN RPM. LATER TESTING OF THE FUEL INJECTION SYSTEM REVEALED THE UNIT OPERATED ERRATICALLY AND WAS RICH AT LOWER PRESSURES.

Brief of Accident (Continued)

File No. - 3403

8/13/82

HAWTHORNE,CA

A/C Reg. No. N9342C

Time (Lc1) - 1924 PDT

-----  
Occurrence #1            LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,INJECTOR - IMPROPER
  2. FLUID,FUEL - ERRATIC
- 

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. - 3406      8/13/82      LOMPOC, CA      A/C Reg. No. N733HV      Time (Lcl) - 1835 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/010 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;">VISILIA, CA</p> <p>Destination</p> <p style="padding-left: 20px;">LOMPOC, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - CONTACT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">LOMPOC</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 4000/ 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 - UNK/NR</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - UNK/NR</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT IN A CESSNA 152, N4603L, WAS DEPARTING FROM RWY 25 WHILE CESSNA 172, N733HV, WAS ARRIVING FROM THE NORTH. AFTER TAKING OFF, THE STUDENT MADE A RIGHT CLIMBING TURN TOWARD THE NORTH, THEN BEGAN ANOTHER TURN TO THE EAST IN ACCORDANCE WITH PUBLISHED VFR PROCEDURES. WHILE THE CESSNA 152 WAS IN THE TURN & CLIMBING THRU 800 TO 900 FT MSL, IT & THE CESSNA 172 COLLIDED. RADAR INFO SHOWED THAT THE 172 WAS ON A SOUTHERLY HEADING. THERE WAS NO FULL TIME UNICOM OPERATOR, BUT A PLT WAITING AT THE UNICOM STATION SAID HE HEARD THE CESSNA 172 PLT CALL TURNING DOWNWIND FOR RWY 25. AFTER COLLIDING, THE 152 PLT MADE AN EMERGENCY LANDING ON ROUGH TERRAIN, BUT THE CESSNA 172 WENT OUT OF CONTROL & IMPACTED IN A STEEP DESCENT. ABOUT 8 FT OF THE 172'S RIGHT WING HAD SEPARATED & WAS FOUND JAMMED BENEATH THE 152'S LEFT WING & STRUT. THE COLLISION OCCURRED APRX 2 MI NORTH OF THE ARPT. THERE WAS EVIDENCE THAT THE 152 CONVERGED ON THE 172 FROM THE DIRECTION OF THE SUN. THE 152 PLT DID NOT SEE THE 172 & BELIEVED THE 172 PLT WAS NOT USING A 45 DEG ENTRY.



Brief of Accident (Continued)

File No. - 3406

8/13/82

LOMPOC,CA

A/C Reg. No. N733HV

Time (Lc1) - 1835 PDT

Occurrence #1      MIDAIR COLLISION  
Phase of Operation      APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3406      8/13/82      LOMPOC, CA      A/C Reg. No. N4603L      Time (Lcl) - 1835 PDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 115 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	VAN NUYS, CA	Runway Ident - 25
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Lth/Wid - 4000/ 150
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT IN A CESSNA 152, N4603L, WAS DEPARTING FROM RWY 25 WHILE CESSNA 172, N733HV, WAS ARRIVING FROM THE NORTH. AFTER TAKING OFF, THE STUDENT MADE A RIGHT CLIMBING TURN TOWARD THE NORTH, THEN BEGAN ANOTHER TURN TO THE EAST IN ACCORDANCE WITH PUBLISHED VFR PROCEDURES. WHILE THE CESSNA 152 WAS IN THE TURN & CLIMBING THRU 800 TO 900 FT MSL, IT & THE CESSNA 172 COLLIDED. RADAR INFO SHOWED THAT THE 172 WAS ON A SOUTHERLY HEADING. THERE WAS NO FULL TIME UNICOM OPERATOR, BUT A PLT WAITING AT THE UNICOM STATION SAID HE HEARD THE CESSNA 172 PLT CALL TURNING DOWNWIND FOR RWY 25. AFTER COLLIDING, THE 152 PLT MADE AN EMERGENCY LANDING ON ROUGH TERRAIN, BUT THE CESSNA 172 WENT OUT OF CONTROL & IMPACTED IN A STEEP DESCENT. ABOUT 8 FT OF THE 172'S RIGHT WING HAD SEPARATED & WAS FOUND JAMMED BENEATH THE 152'S LEFT WING & STRUT. THE COLLISION OCCURRED APRX 2 MI NORTH OF THE ARPT. THERE WAS EVIDENCE THAT THE 152 CONVERGED ON THE 172 FROM THE DIRECTION OF THE SUN. THE 152 PLT DID NOT SEE THE 172 & BELIEVED THE 172 PLT WAS NOT USING A 45 DEG ENTRY.

Brief of Accident (Continued)

File No. - 3406

8/13/82

LOMPOC, CA

A/C Reg. No. N4603L

Time (Lc1) - 1835 PDT

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. LIGHT CONDITION - SUNGLARE
  4.     VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING

-----

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3405      8/16/82      BUENA PARK, CA      A/C Reg. No. N732JP      Time (Lc1) - 1904 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 - APPROACH			0	0	0	1
				0	0	0

-----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 - UNK/NR
Max Gross Wt - 4016	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FULLERTON MUN., CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BIG BEAR CITY, CA	FULLERTON MUNICIPAL
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2857/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1041
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 6
	Aircraft Type - T210	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 103
		Last 90 Days- 51
		Multi-Eng - 682

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE ENG BEGAN LOSING POWER AFTER TAKEOFF AT APRX 300 FT AGL, AFTER THE PLT RETRACTED THE LANDING GEAR & FLAPS. THE ENG THEN STOPPED & THE PLT WAS FORCED TO LAND. WHILE DESCENDING, THE ACFT STRUCK POWER LINES. DURING TOUCHDOWN, IT COLLIDED WITH 2 VEHICLES, THEN STRUCK A BUILDING & CAME TO REST. AN OPERATIONAL CHECK OF THE ENG WAS MADE, BUT NO DICREPANCY WAS FOUND THAT WOULD HAVE RESULTED IN A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 3405

8/16/82

BUENA PARK, CA

A/C Reg. No. N732JP

Time (Lcl) - 1904 PDT

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

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH  
-----

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

Finding(s)  
2. OBJECT - WIRE, TRANSMISSION  
-----

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)  
3. OBJECT - VEHICLE  
4. OBJECT - BUILDING(NONRESIDENTIAL)  
-----

-----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. - 3410      10/24/82      VALLEJO, CA      A/C Reg. No. N4583F      Time (Lcl) - 2027 PDT

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

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

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</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 - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SACRAMENTO, CA</p> <p>Destination SAN JOSE, 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 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 273
SE LAND	Months Since -	Make/Model- 273
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 1830, THE PLT RECEIVED A WX BRIEFING FOR A FLT FROM FAIR OAKS TO SAN JOSE, CA WITH A PASSENGER PICKUP STOP AT SACRAMENTO, CA. DURING THE BRIEFING, HE WAS TOLD THAT HE OUGHT TO BE ABLE TO MAKE IT IF HE TRAVELED BELOW 4000 FT MSL & LEFT WITHIN THE NEXT HR. HE FLEW TO SACRAMENTO & AFTER A PASSENGER PICKUP, HE TOOK OFF AT 1956 FOR SAN JOSE. ABOUT 30 MIN LATER, THE ACFT CRASHED, 43 MI WEST SOUTHWEST OF SACRAMENTO, WHILE ON A NORTHEASTLY HEADING AT AN ELEVATION OF 600 FT MSL. THE CRASH SITE WAS LOCATED ON RISING TERRAIN IN FOOT HILLS, APRX 32 MI TO THE RIGHT (WEST) OF A STRAIGHT LINE NAVIGATIONAL ROUTE BETWEEN SACRAMENTO & SAN JOSE. LOCAL RESIDENTS HEARD THE ACFT & SAW A FIRE FROM THE CRASH. THEY REPORTED THAT THE WX WAS POOR WITH LOW CLOUDS, RAIN, GUSTY WINDS & LIGHTNING. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT IMPACTED IN A 60 TO 90 DEG RIGHT WING DOWN, SLIGHTLY NOSE LOW, ATTITUDE. NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 3410

10/24/82

VALLEJO, CA

A/C Reg. No. N4583F

Time (Lc1) - 2027 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - THUNDERSTORM
  3. WEATHER CONDITION - RAIN
  4. WEATHER CONDITION - GUSTS
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
  7. TERRAIN CONDITION - HIGH TERRAIN
  8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  9. TERRAIN CONDITION - RISING
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3407      11/13/82      ORINDA, CA      A/C Reg. No. N29HT      Time (Lc1) - 1534 PST

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

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

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

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TS10-520M	ELT Installed/Activated - YES/YES
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 - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAN JOSE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NOVATO, CA	
Wind Dir/Speed- 020/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - VFR FLT FOLLOWING	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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 891
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 58
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING SAN JOSE, CA, THE PLT CLIMBED TO AN ALT OF 4600 FT MSL & PROCEEDED TOWARD NOVATO, CA. FROM 1528 TO 1533 PST, RADAR DATA SHOWED THAT THE ACFT WAS LEVEL AT 4600 FT ON A HEADING OF 330 DEG AT 180 FTS GROUND SPEED. RADAR INFO SHOWED THAT THE ACFT THEN ENTERED A DESCENT. DURING A 24 SEC PERIOD, THE ACFT DESCENDED TO AN ALT OF 4100 FT MSL & ITS HEADING CHANGED 10 DEG TO THE RIGHT. THE LAST RADAR POSITION, 12 SEC LATER, REVEALED AN ADDITIONAL HEADING CHANGE OF 150 DEG TO THE RIGHT, ACCOMPANIED BY A DESCENT TO 2300 (9000 FRM DESCENT). WITNESSES SAW THE ACFT DESCENDING AT HIGH SPEED IN A RIGHT TURN WITH THE ENGS AT HIGH POWER. JUST PRIOR TO IMPACT, THE RIGHT BANK ANGLE & NOSE LOW ATTITUDE INCREASED. THE ACFT CRASHED IN A STEEP NOSE DOWN, RIGHT WING LOW, ATTITUDE. NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. NO AUTOPSY WAS MADE, ONLY A GROSS EXAM OF THE PLT'S FRAGMENTED BODY WAS POSSIBLE. BEFORE DEPARTING SAN JOSE, THE PLT HAD REMARKED THAT HE WAS BOTHERED BY A BAD COLD.



Brief of Accident (Continued)

File No. - 3407

11/13/82

ORINDA,CA

A/C Reg. No. N29HT

Time (Lcl) - 1534 PST

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

Finding(s)

1. UNDETERMINED
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5079      11/19/82      SANTA ANA,CA      A/C Reg. No. N6428V      Time (Lcl) - 1800 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAN DIEGO,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CAMARILLO,CA	JOHN WAYNE
Wind Dir/Speed- CALM		Runway Ident - 19R
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 5700/ 150
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type of Clearance - TOWER	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 412
SE LAND	Months Since -	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 141
		Instrument- 83
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 6500 MSL DURING A NIGHT CROSS COUNTRY, THE CABIN FILLED WITH SMOKE. THE PILOT DECLARED AN EMERGENCY AND LANDED AFTER SECURING ALL OF THE ELECTRICAL EQUIPMENT. THE PILOT REQUIRED HOSPITALIZATION DUE TO SMOKE INHALATION AND AN IRREGULAR HEARTBEAT. INVESTIGATION REVEALED THAT THE LANDING GEAR MOTOR HAD CONTINUED TO RUN AFTER THE GEAR WAS RETRACTED ON TAKEOFF. THE MOTOR HAD CONTINUED TO RUN DUE TO A FAILED PRESSURE SWITCH.

Brief of Incident (Continued)

File No. - 5079

11/19/82

SANTA ANA, CA

A/C Reg. No. N6428V

Time (Lc1) - 1800 PST

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

Finding(s)  
1. HYDRAULIC SYSTEM, PRESSURE REGULATOR - FAILURE, TOTAL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5080      12/09/82      NEAR PALM SPRINGS,CA      A/C Reg. No. N1218V      Time (Lcl) - 0838 PST

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

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

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

Make/Model - CESSNA 551	Eng Make/Model - P & W JT-15D-4	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES	
Max Gross Wt - 12700	Engine Type - TURBOJET	Weather Radar - YES	
No. of Seats - 9	Rated Power - 2500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BERMUDA DUNES,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CARLSBAD,CA	
Wind Dir/Speed- 200 -UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - RADAR ADVISORIES	Runway Surface - N/A
Cloud Conditions(2nd) - 5000 FT OVERCAST	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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)
PRIVATE	Current - YES	Total - 8200
SE LAND,ME LAND	Months Since -	Make/Model- 430
	Aircraft Type - C-500	Instrument- UNK/NR
		Multi-Eng - 7500
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AND CLIMBOUT, THE AUTOPILOT MALFUNCTIONED AFTER THE AIRCRAFT ENTERED AN OVERCAST AND ENCOUNTERED RAIN AND TURBULENCE. THE PILOT RETURNED TO BERMUDA DUNES, CA. AFTER LANDING HE HAD THE ELECTRICAL, AVIONICS AND AUTO PILOT SYSTEMS CHECKED. ALL ITEMS WERE OPERATIONAL. THE PILOT PREPARED TO TAKEOFF AGAIN, BUT FAILED TO TURN ON THE STANDBY GYRO WHICH WAS BATTERY POWERED. AFTER DEPARTING, HE AGAIN ENCOUNTERED RAIN AND TURBULENCE IN IFR CONDITIONS (AT ABOUT 9500 FT). AT ABOUT THAT TIME ATC ADVISED HIS TRANSPONDER WAS NOT PROVIDING A RETURN. HE SWITCHED TRANSPONDERS, BUT ATC STILL RECEIVED NO RETURN. SEVERE TURBULENCE WAS ENCOUNTERED, THE AUTO PILOT DISENGAGED, AND THE COPILOT'S GYROS TUMBLED. HE TURNED ON THE STANDBY GYRO WHICH NEEDED TIME TO BE USED. A HIGH SPEED DESCENT WAS ENTERED INADVERTENTLY AND THE AIRSPEED WARNING HORN ACTIVATED. THE PILOT ACTIVATED THE SPEED BRAKES AND MADE A SHARP PULL-UP DURING THE RECOVERY. HE THEN RETURNED AND LANDED. WRINKLES WERE FOUND ON THE LEADING EDGES OF THE WINGS.

Brief of Incident (Continued)

File No. - 5080

12/09/82

NEAR PALM SPRINGS, CA

A/C Reg. No. N1218V

Time (Lc1) - 0838 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE IN CLOUDS

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation CRUISE - NORMAL

Finding(s)

4. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
7. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

8. WING, SKIN - BUCKLED
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
10. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 7,9,10

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3402      12/12/82      RAMONA, CA      A/C Reg. No. N38034      Time (Lcl) - 2250 PST

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

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

-----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 - YES
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BIG BEAR, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RAMONA, CA	RAMONA AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - UNK/NR		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since -	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) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH A STEEL SUPPORTING CABLE ATTACHED TO A POWER LINE POLE DURING A GO-AROUND (MISSED APPROACHED). IT WAS A DARK NIGHT WITH VARYING DEGREES OF VISIBILITY NEAR THE GROUND DUE TO FOG. THERE WERE TWO PLTS ON BOARD THE ACCIDENT ACFT BUT THE ONE DOING THE ACTUAL FLYING OF THE APPROACHES WAS NOT QUALIFIED FOR NIGHT FLYING AND WAS NOT INSTRUMENT RATED. BOTH PILOTS REPORTED HAVEING MADE 4 APPROACHES TO LAND BUT IN EACH CASE VISUAL CONTACT WAS LOST AND A GO-AROUND INITIATED. THEY HAD DECIDED TO TRY ANOTHER ARPT WHEN THE COLLISION WITH THE CABLE OCCURRED. ALT AT IMPACT WAS ABOUT 6 FT AGL. THE LEFT WING HAD STRUCK THE CABLE AND STARTED TO BURN. DURING THE GROUND SLIDE OF 235 FT THE LEFT WING AND FIRE SEPARATED FROM THE ACFT AND ALL OCCUPANTS EGRESSSED WITH MINOR INJURIES. THE ACCIDENT LOCATION WAS ABOUT 1.5 MILES FROM THE ARPT. AT IMPACT THE ACFT WAS IN A LEFT BANK AND DESCENDING AT ABOUT 500 FT A MINUTE.

Brief of Accident (Continued)

File No. - 3402

12/12/82

RAMONA, CA

A/C Reg. No. N38034

Time (Lc1) - 2250 PST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - 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
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
9. PROPER ASSISTANCE - NOT PERFORMED - OTHER CREW MEMBER

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

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5098      12/30/82      THERMAL,CA      A/C Reg. No. N137AA      Time (Lcl) - 1458 PST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	SUPPLEMENTAL	NONE						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	7	6	
Incident Occurred During	-CLIMB			0	0	7	197	

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

Make/Model	- MCDONNELL-DOUGLAS DC-10-30	Eng Make/Model	- GE CF-6-50C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 565000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 244	Rated Power	- 50400 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LOS ANGELES,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DALLAS/FT WORTH,TX	
Wind Dir/Speed- 200/090 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24800
SE LAND,ME LAND	Months Since -	Make/Model- UNK/NR
	Aircraft Type - DC-1030	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1458 PST, THE AIRCRAFT ENCOUNTERED MODERATE TO SEVERE CLEAR AIR TURBULENCE FOR A PERIOD OF 8 TO 10 SECONDS WHILE CLIMBING THROUGH 35,500 FT. SEVEN PASSENGERS AND SEVEN FLIGHT ATTENDANTS RECEIVED MINOR INJURIES. THE SEAT BELT SIGN HAD BEEN TURNED ON BEFORE TAKEOFF AND HAD REMAINED ON THROUGHOUT THE ENCOUNTER. OF THE PASSENGER WHO WERE INJURED, FOUR STATED THEIR SEAT BELTS WERE OFF, TWO STATED THEIR BELTS WERE LOOSE AND ONE HAD DISREGARDED THE SIGN AND WAS IN THE LAVATORY. THE INJURED FLIGHT ATTENDANTS WERE PREPARING FOR CABIN SERVICE AND WERE NOT RESTRAINED. A REVIEW OF THE AIRLINE'S COMPUTER GENERATED FLIGHT PLAN DATA REVEALED THAT THE MAXIMUM GENERATED TURBULENCE INDEX PREDICTED WAS LIGHT. THERE WAS A CAT SIGMET, VALID FOR THE PERIOD, WHICH REPORTED MODERATE TURBULENCE AT FLIGHT LEVEL 360 TO 370 OVER SOUTHERN CALIFORNIA IN THE HECTOR-THERMAL AREA.



Brief of Incident (Continued)

File No. - 5098

12/30/82

THERMAL,CA

A/C Reg. No. N137AA

Time (Lc1) - 1458 PST

-----  
Occurrence            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)

1. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
  2. WEATHER CONDITION - TURBULENCE, CLEAR AIR
  3. SEAT BELT - NOT USED - FLIGHT ATTENDANT
  4. SEAT BELT - NOT USED - PASSENGER
- 

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

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

### Brief of Incident

Time (Lc1) - 0830 MST

## 17

Weather Radar - YES

## Runway Status - DRY

Last 90 Days- 250

PAGE 76

Brief of Incident (Continued)

File No. - 5058

3/25/82

DENVER, CO

A/C Reg. No. N857H

Time (Lc1) - 0830 MST

---

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation

APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. IMPROPER USE OF PROCEDURE, INCAPACITATION - COPILOT
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5063      7/30/82      NEAR WINTER PARK, CO      A/C Reg. No. N49556      Time (Lcl) - 2030 MDT

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

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

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

Make/Model	- AEROSPATIALE 350D	Eng Make/Model	- LYCOMING 101-600A-2	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	- 531 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 - UNK/NR
Visibility - 30.0 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 - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 13000
SE LAND, ME LAND	Months Since -	Make/Model - 3000
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 175
		Multi-Eng - 3500
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 5
		Rotorcraft - 8000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES WHO WERE ABOARD THE AIRCRAFT STATED THAT THE AIRCRAFTS ROTOR STRUCK A TREE DURING A "STRAFFING RUN" ON A RAILROAD TRESTLE JUST BELOW THE CONTINENTAL DIVIDE. THE PILOT STATED THAT THE ENGINE FLAMED OUT AS HE PASSED OVER THE TRESTLE. THE AIRCRAFT WAS SUBSEQUENTLY AUTOROTATED SUCCESSFULLY TO A FIRE ROAD WITH ONLY MINOR DAMAGE. DURING THE INVESTIGATION THE ENGINE WAS FUNCTIONALLY TESTED AND RAN NORMAL AND NO DISCREPANCIES WERE NOTED IN ANY OTHER COMPONENTS. IT WAS NOTED THAT ONE MAIN ROTOR BLADE HAD BEEN DAMAGED DURING THE INCIDENT.

Brief of Incident (Continued)

File No. - 5063

7/30/82

NEAR WINTER PARK, CO

A/C Reg. No. N49556

Time (Lc1) - 2030 MDT

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE - DISABLED
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5108      8/05/82      DENVER, CO      A/C Reg. No. N7356F      Time (Lc1) - 1801 MDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None	
Incident Occurred During	-TAKEOFF			0	0	0	5	97

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

Make/Model	- BOEING 737-291	Eng Make/Model	- P & W JT8D-17	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 115500	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 111	Rated Power	- 16000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	STAPLETON INTERNATIONAL
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 17L
Visibility - 65.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12000/ 200
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - CONCRETE
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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 12444
SE LAND, ME LAND	Months Since -	Make/Model- 3204
	Aircraft Type - B-737	Instrument- 1109
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN SAID HE FELT A "THUMP" AND THE AIRCRAFT SLUMPED TO THE LEFT AS IT WAS ROTATED FOR TAKEOFF. AT THIS POINT, THE AIRCREW WERE COMMITTED TO CONTINUE THE TAKEOFF WHICH ACCOMPLISHED SUCCESSFULLY. A LOW PASS WAS MADE FOR TOWER PERSONNEL TO CHECK THE AIRCRAFT. THEY CONFIRMED THAT THE LEFT OUTBOARD TIRE WAS MISSING AND THE LEFT INBOARD TIRE APPEARED TO BE FLAT. THE PLANE WAS FLOWN FOR 2 HRS, 20 MIN TO CONSUME FUEL AND THEN IT WAS LANDED SUCCESSFULLY. AN INVESTIGATION REVEALED THAT THE WHEEL BEAD FLANGE (RIM) OF THE LEFT OUTBOARD WHEEL, PN 2601571-1, HAD FAILED FROM FATIGUE. THE CRACK ORIGINATED AT THE INSIDE DIAMETER OF THE RIM IN AN AREA OF LOCALIZED CORROSION PITTING. THE LEFT OUTBOARD TIRE HAD COME OFF, AND DURING LANDING, THE LEFT INBOARD WHEEL WAS BADLY DAMAGED. ALSO, THERE WAS MINOR DAMAGE AND SCUFF MARKS IN THE VICINITY OF THE LEFT MAIN GEAR.

Brief of Incident (Continued)

File No. - 5108

8/05/82

DENVER, CO

A/C Reg. No. N7356F

Time (Lc1) - 1801 MDT

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, WHEEL - FATIGUE
2. LANDING GEAR, TIRE - SEPARATION

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5073      9/13/82      DENVER, CO      A/C Reg. No. N5471M      Time (Lcl) - 0520 MDT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage					
COMMUTER	MINOR					
Type of Operation	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	ON GROUND	Pass	0	0	0	2
Incident Occurred During			0	0	0	3
-TAKEOFF						

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

Make/Model	- FAIRCHILD/SWEARINGEN SA226TC	Eng Make/Model	- AIRESEARCH TPE33134W303G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10748	Engine Type	- TURBOPROP	Weather Radar	- NO
No. of Seats	- 17	Rated Power	- 840 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	WICHITA,KS	STAPLETON INTERNATIONAL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 08L
Cloud Conditions(1st)	- IFR	Runway Lth/Wid
Cloud Conditions(2nd)	Type of Clearance	- 7924/ 150
Obstructions to Vision	- IFR	Runway Surface
Precipitation	Type Apch/Lndg	- CONCRETE
Condition of Light	- NONE	Runway Status
- NIGHT (DARK)		- WET

-----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,ATP	Current	- YES	Total - 4630
SE LAND,ME LAND	Months Since	-	Make/Model- 4408
	Aircraft Type	- UNK/NR	Instrument- 651
			Multi-Eng - 4430
			Last 24 Hrs - 2
			Last 30 Days- UNK/NR
			Last 90 Days- 264

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ON A MAINTENANCE FERRY FLIGHT, WITH A MECHANIC FLYING FROM THE RIGHT SEAT, THE AIRCRAFT WOULD NOT ACCELERATE ABOVE V1 AND WOULD NOT ROTATE EVEN WITH FULL AFT YOKE. THE CAPTAIN ABORTED THE TAKEOFF AND THE AIRCRAFT WAS STOPPED AT THE END OF THE RUNWAY WITH THE RIGHT GEAR ON THE OVERRUN AREA. AFTER THE AIRCRAFT STOPPED, CREWMEMBERS EXTINGUISHED TWO SMALL FIRES IN THE MAIN GEAR BRAKES. INVESTIGATION DID NOT REVEAL THE REASON THE AIRCRAFT WOULD NOT ACCELERATE, HOWEVER IT WAS NOTED THAT BOTH MAIN BRAKE ASSEMBLIES HAD BEEN SUBJECTED TO EXTREME HEAT AND RAPID COOLING. IN ADDITION, ALL OF THE BRAKE PUCKS WERE WORN THIN. THIS DAMAGE WAS CONSISTENT WITH TAKING OFF WITH THE PARKING BRAKE ENGAGED OR INADVERTENT APPLICATION OF THE TOE BRAKES DURING TAKEOFF ROLL.



Brief of Incident (Continued)

File No. - 5073

9/13/82

DENVER, CO

A/C Reg. No. N5471M

Time (Lc1) - 0520 MDT

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Occurrence            OVERRUN

Phase of Operation    OTHER

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - ENGAGED
  2.    UNDETERMINED
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3413      11/18/82      DENVER, CO      A/C Reg. No. N68056      Time (Lc1) - 2000 MST

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

Type Operating Certificate-AIR CARRIER DOMESTIC/FLAG	Aircraft Damage SUBSTANTIAL				
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Accident Occurred During -STANDING			0	0	0
					None 16
					120

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

Make/Model - MCDONALD DOUGLAS DC-10	Eng Make/Model - GEN.ELECTRIC CF6-5C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 555000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 380	Rated Power - 40000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	STAPELTON INT'L.
Wind Dir/Speed- UNK/NR	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) - UNK/NR	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 - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAXI FOR TAKEOFF, THE CREW NOTED A HYDRAULIC MALFUNCTION ON THE RIGHT MAIN GEAR AND RETURNED TO THE GATE FOR MAINTENANCE. THE AIRCRAFT WAS SHUT DOWN AND TURNED OVER TO THE MAINTENANCE CREW FOR REPAIR. THE PASSENGERS WERE NOT DEPLANED. DURING MAINTENANCE TROUBLESHOOTING PROCEDURES FOR THE HYDRAULIC LEAK, THE GEAR HANDLE WAS RAISED WITHOUT THE GEAR LOCKING PINS INSTALLED. THIS ALLOWED THE NOSE GEAR TO RETRACT AND THE NOSE SETTLED ONTO A PARKED TUG. INVESTIGATION REVEALED THAT THE APPLICABLE CHECKLIST WAS NOT USED AND POSITIVE COMMUNICATIONS WERE NOT ESTABLISHED BETWEEN THE MAINTENANCE PERSONNEL IN THE COCKPIT AND THOSE ON THE GROUND.

Brief of Accident (Continued)

File No. - 3413

11/18/82

DENVER, CO

A/C Reg. No. N68056

Time (Lcl) - 2000 MST

---

Occurrence

NOSE GEAR COLLAPSED

Phase of Operation

STANDING - ENGINE(S) NOT OPERATING

Finding(s)

1. LANDING GEAR, GEAR LEVER - DEPLOYED INADVERTENTLY
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
- 

----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 Incident

File No. - 5001      1/19/82      WASHINGTON,DC      A/C Reg. No. N9240N      Time (Lcl) - 2005 EST

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

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

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

Make/Model - DEHAVILLAND DHC-6-300	Eng Make/Model - A/C OF CANADA PT6A-27	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 22	Rated Power - 620 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TORONTO, ONTARIO,CD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WASHINGTON,DC	
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 500 FT OVERCAST	Type of Clearance - IFR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - FREEZING 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)
ATP	Current - YES	Total - 8000
	Months Since -	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1800
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

AIRCRAFT WAS BEING FERRIED TO WASHINGTON, DC FOLLOWING REWORK IN TORONTO, CANADA. DURING LETDOWN IN IFR CONDITIONS AND MODERATE ICING, PILOT NOTICED A GLOW ON THE RIGHT WING. AS HE LEANED OVER TO CHECK IT, THE RIGHT ENGINE FIRE WARNING LIGHT AND FIRE BELL WENT OFF. THE PILOT SECURED THE ENGINE AND LANDED WITHOUT FURTHER INCIDENT. INVESTIGATION REVEALED THAT THE RIGHT ENGINE INLET DEICE BOOT HAD SHORTED OUT. FIRE DAMAGE WAS LIMITED TO THE BOOT. THE DEICING BOOT HAD BEEN INSTALLED DURING THE REFURBISHMENT. THE CAUSE OF THE SHORT WAS NOT DETERMINED.

Brief of Incident (Continued)

File No. - 5001

1/19/82

WASHINGTON,DC

A/C Reg. No. N9240N

Time (Lcl) - 2005 EST

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

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM,Q-SPRING INLET ANTI-ICE - SHORTED  
-----

Occurrence #2      FIRE  
Phase of Operation      DESCENT - NORMAL  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5110

9/02/82

WASHINGTON,DC

A/C Reg. No. N288WA

Time (Lcl) - 2120 EDT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
DOMESTIC/FLAG	NONE			Fatal	1	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	Serious	1	1	5
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	123
Incident Occurred During -DESCENT							

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

Make/Model - BOEING 727	Eng Make/Model - P & W JT8D-9	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 120800	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 134	Rated Power - 14500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	MINNAPOLIS,MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WASHINGTON,DC	WASHINGTON NATIONAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----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)
ATP	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since -	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ANNOUNCEMENT OF THE POSSIBILITY OF TURBULENCE DURING THE DESCENT AND APPROACH WAS MADE. DURING THE LULLS IN THE TURBULENCE THE CABIN ATTENDANTS WERE ATTENDING THEIR DUTIES AND WERE HURT WHEN INTERMITTENT JOLTS OF ROUGH AIR WERE ENCOUNTERED WHILE TWO OF ATTENDANTS WERE NOT BUCKLED IN THEIR SEATS. THE LANDING AT DCA WAS COMPLETED WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5110

9/02/82

WASHINGTON,DC

A/C Reg. No. N288WA

Time (Lc1) - 2120 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
  2. INTERPRETATION OF INSTRUCTIONS - CONFLICTING - FLIGHT ATTENDANT
  3. LIGHT CONDITION - DARK NIGHT
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5099      12/05/82      WASHINGTON,DC      A/C Reg. No. N501BC      Time (Lc1) - 1040 EST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO540C435	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 - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ISLIP,NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WASHINGTON,DC	DCA
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6869 -UNK/NR
Cloud Conditions(1st) - 1200 FT OVERCAST	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 564
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 408
	Aircraft Type - UNK/NR	Instrument- 151
		Multi-Eng - 408
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD 3 GREEN LIGHTS AFTER EXTENDING THE LANDING GEAR. DURING LANDING ROLL, THE LEFT MAIN LDG GR COLLAPSED FOR AN UNDETERMINED REASON. THE LANDING GEAR HANDLE WAS FOUND IN THE DOWN POSITION.



Brief of Incident (Continued)

File No. - 5099

12/05/82

WASHINGTON, DC

A/C Reg. No. N501BC

Time (Lc1) - 1040 EST

Occurrence            MAIN 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 incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5115      12/28/82      WASHINGTON,DC      A/C Reg. No. N752N      Time (Lc1) - 1028 EST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
DOMESTIC/FLAG	NONE	Fatal	Injuries		
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 121	NONE	0	0	0	5
Incident Occurred During -APPROACH		0	0	0	68

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

Make/Model - BOEING 737-222	Eng Make/Model - P & W JT-8D-9	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 104000	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 112	Rated Power - 14500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ROANOKE,VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WASHINGTON,DC	WASHINGTON NATIONAL
Wind Dir/Speed- 180/007 KTS		Runway Ident - 18
Visibility - 4.000 SM	ATC/Airspace	Runway Lth/Wid - 6869/ 150
Cloud Conditions(1st) - 700 FT OBSCURED	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR INDEFINITE	Type of Clearance - UNK/NR	Runway Status - DRY
Obstructions to Vision- FOG	Type Apch/Lndg - VOR/DME	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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)
COMMERCIAL,ATP	Current - YES	Total - 8123
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2013
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 2013
		Last 24 Hrs - 3
		Last 30 Days- 58
		Last 90 Days- 153
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED BY WITNESSES TO DESCEND BELOW ITS NORMAL DESCENT PATH AND TO HORIZONTIALLY STRAY OFF COURSE TO THE POINT THAT OFFICE BLDG OCCUPANTS AND PERSONS ON THE GROUND WERE CONCERNED BY THE APPEARANCE AND NOISE OF THE ACFT DURING A VOR/DME APPROACH TO WASHINGTON NAT'L ARPT. THE FDR AND RADAR PLOTS CONFIRM THE POSITION OF THE ACFT. ONE OF THE BUILDINGS 2.5 MILES FROM THE ARPT IS ABOUT 396 FT MSL. THE VOR/DME APPROACH HAS AN ALT RESTRICTION OF 900 FT MSL AT 3 NM AND A MINIMUM DESCENT ALT OF 720 FT AT 2.5 NM. THE PLT WAS INTERVIEWED AND HE STATED THAT HE THOUGHT EVERYTHING WAS NORMAL AND THAT HE WAS AT THE ALT RESTRICTION AT THE 3 MILE DME. RADAR SHOWS HIS ALT AS ABOUT 517 FT AT 3 MILE DME AND ABOUT 400 FT AT 2.5 MILE DME. RADAR AND WITNESSES AGREE ON A TURN AND CLIMB AT THIS POINT TOWARD THE RIVER AND THE NORMAL APPROACH PATH.

Brief of Incident (Continued)

File No. - 5115

12/28/82

WASHINGTON,DC

A/C Reg. No. N752N

Time (Lcl) - 1028 EST

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Occurrence MISCELLANEOUS/OTHER  
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - OBSCURATION
  3. WEATHER CONDITION - FOG
  4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5116      10/28/82      WILMINGTON, DE      A/C Reg. No. N213DS      Time (Lcl) - 0844 CDT

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

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

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

Make/Model - BEECH E90	Eng Make/Model - P & W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10100	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 10	Rated Power - 715 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 - SELF	Destination	Airport Data
Basic Weather - VMC		GREATER WILMINGTON
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7165/ 150
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- GROUND FOG		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6634
ME LAND	Months Since -	Make/Model- 2873
	Aircraft Type - B-200	Instrument- 837
		Multi-Eng - 4787
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 68
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED SHORTLY AFTER TAKING OFF FROM THE GREATER WILMINGTON AIRPORT, WILMINGTON, DE. THE PILOT STATED THAT THE LEFT ENGINE LOST POWER AT ABOUT 100 FT AGL, JUST AS THE LANDING GEAR WAS BEING RETRACTED. HE SAID THE AUTOFEATHER WAS ARMED, BUT THE LEFT PROPELLER DID NOT AUTOMATICALLY FEATHER. HE MANUALLY FEATHERED THE LEFT PROPELLER AND CHECKED THAT THE GEAR WAS RETRACTING. THE AIRSPEED DECREASED TO ABOUT 100 KTS. HE STATED THAT HE BEGAN A DESCENT TO ACHIEVE THE BEST SINGLE ENGINE SPEED, BUT LEVEL FLIGHT COULD NOT BE SUSTAINED. REALIZING HE WAS COMMITTED TO A FORCED LANDING, HE CLIMBED TO CROSS OVER A POWER LINE, LOWERED THE GEAR AND FLAPS, THEN LANDED IN AN OPEN FIELD. DURING TOUCHDOWN, THE LEFT GEAR HIT A MOUND OF DIRT AND SEPARATED. WHILE SKIDDING TO A STOP, THE RIGHT MAIN GEAR ALSO FAILED. AN EXTENSIVE INVESTIGATION REVEALED NO REASON FOR THE ENGINE FAILURE.

Brief of Incident (Continued)

File No. - 5116

10/28/82

WILMINGTON, DE

A/C Reg. No. N213DS

Time (Lcl) - 0844 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. AIRSPEED (VMC) - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5000      1/05/82      PENSACOLA, FL      A/C Reg. No. N5782N      Time (Lcl) - 0920 CST

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

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

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

Make/Model	- ROCKWELL 114	Eng Make/Model	- LYCOMING IO-540-T4B5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3260	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BIRMINGHAM, AL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	PENSALOLA, FL	Runway Ident
Wind Dir/Speed	- UNK/NR	ATC/Airspace	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- UNK/NR	Type of Clearance	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Apch/Lndg	- N/A
Obstructions to Vision	- UNK/NR		
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 - 77	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 46	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 26

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ADVISED APPROACH CONTROL THAT HE SMELLED SMOKE AND HAD ERRATIC ENGINE INSTRUMENT READINGS WHEN 20 MILES FROM DESTINATION. THE GEAR WAS EXTENDED AND THREE GREEN LIGHTS OBSERVED BUT SHORTLY AFTERWARDS THE WARNING LIGHT AND HORN ACTIVATED. DURING THE LANDING THE GEAR REMAINED EXTENDED AND THE PILOT TAXIED TO THE RAMP WITH THE WARNING SYSTEMS STILL ACTIVATED. INSPECTION REVEALED THAT THE LEFT MUFFLER WAS BROKEN AT THE FORWARD END AT THE EXHAUST RISER ATTACH POINT. THREE WIRE BUNDLES LEADING TO THE FIREWALL WERE MELTED. THE MUFFLER FLAME TUBE HAD BEEN REPLACED AND THE MUFFLER REINSTALLED APPROX 37 OPERATIONAL HOURS PRIOR TO THE INCIDENT. THE FLAME TUBE WAS RUBBING VERTICALLY ACROSS THE FAILED AREA.

Brief of Incident (Continued)

File No. - 5000

1/05/82

PENSACOLA, FL

A/C Reg. No. N5782N

Time (Lc1) - 0920 CST

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Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation    CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - CRACKED
  2. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
  3. EXHAUST SYSTEM, BAFFLE - CHAFED
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6001      1/19/82      MIAMI, FL      A/C Reg. No. HCBHS      Time (Lcl) - 0830 EST

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

Type Operating Certificate	OPERATING CERTIFICATE	Aircraft Damage					
	COMMERCIAL OPERATOR	SUBSTANTIAL					
Type of Operation	-NON SCHED,INTL,CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None
Acc/Inc Occurred During	-LANDING			0	0	0	4
							2

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

Make/Model	- CANADAIR CL-44D4	Eng Make/Model	- ROLLS ROYCE TYNE MK 515	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 200000	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 7	Rated Power	- 5095 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	MANAGUA, NICARAGUA	MIAMI INTL
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 13002/ 150
Cloud Conditions(1st) - 2800 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - 3500 FT SCATTERED	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15000
SE LAND,ME LAND,SE SEA,ME SEA	Months Since -	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - CL-44	Make/Model- 4000
		Last 30 Days- 78
		Instrument- UNK/NR
		Last 90 Days- 240
		Rotorcraft - UNK/NR
		Multi-Eng - 13000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING GEAR RETRACTION, THERE WAS A LOSS OF HYDRAULIC PRESSURE AFTER THE NOSE GEAR CAME UP AND WAS LOCKED, BUT WHILE THE MAIN GEAR WAS IN-TRANSIENT. THE PRESSURE RAISED TO 300 PSI WHEN THE AUXILIARY HYDRAULIC PUMP WAS TURNED ON, BUT DROPPED RAPIDLY BACK TO ZERO. THE LANDING GEAR HANDLE WAS PLACED IN THE DOWN POSITION AND ALL GEAR INDICATORS THEN SHOWED IN-TRANSIENT INDICATIONS. ATTEMPTS WERE MADE TO LOWER THE GEAR WITH EMERGENCY AIR, THEN WITH A HAND PUMP, BUT BOTH METHODS FAILED. AFTER DUMPING FUEL, AN APPROACH WAS MADE FOR LANDING. DURING TOUCHDOWN, THE NOSE GEAR LOCKED TO THE DOWN POSITION WHILE THE MAIN GEAR PARTIALLY RETRACTED INTO THE WHEEL WELLS. THE NOSE GEAR HELD THE NOSE OFF OF THE RUNWAY WHILE THE TAIL DRAGGED. AN EXAMINATION REVEALED THAT THE HYDRAULIC TANK WAS EMPTY. HOWEVER, NO EVIDENCE WAS FOUND OF A RUPTURED LINE OR HYDRAULIC SPILL. AFTER THE PLANE WAS RAISED, THE SOLENOID OPERATED AIR VALVE WOULD RELEASE AIR INTO THE SYSTEM, BUT THE BOGIES FAILED TO ROTATE TO A LANDING POSITION.



Brief of Accident/Incident (Continued)

File No. - 6001

1/19/82

MIAMI, FL

A/C Reg. No. HCBHS

Time (Lc1) - 0830 EST

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

Finding(s)

1. FLUID, HYDRAULIC - LOW LEVEL
  2. AIRCRAFT PREFLIGHT - INADEQUATE - FLIGHT ENGINEER
  3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE
  4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5014      3/08/82      NEAR MELBOURNE, FL      A/C Reg. No. N3505Q      Time (Lcl) - 1415 EST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - UNK/NR	Make/Model- 113
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN IN THE PRACTICE AREA SOUTHWEST OF MELBOURNE, FL DOING COMMERCIAL FLIGHT CHECK MANEUVERS FOR ABOUT 1 HOUR. ACCORDING TO THE PILOT, AFTER COMPLETING HIS MANEUVERS HE CIRCLED A LAKE ONCE AT 1000' AGL AND THEN HEADED TOWARD MELBOURNE. AS HE APPLIED POWER TO CLIMB TO A HIGHER ALTITUDE THE ENGINE QUIT. AFTER ATTEMPTING TO RESTART THE ENGINE, THE PILOT EXECUTED AN EMERGENCY LANDING IN A PLOWED FIELD. MINOR DAMAGE WAS SUSTAINED TO THE NOSE GEAR AND LOWER ENGINE COWL. THE AIRCRAFT WAS FLOWN OUT OF THE FIELD AFTER THE NECESSARY REPAIRS WERE MADE. EXAMINATION OF THE ENGINE REVEALED NO DISCREPANCIES AND THE CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Brief of Incident (Continued)

File No. - 5014

3/08/82

NEAR MELBOURNE, FL

A/C Reg. No. N3505Q

Time (Lc1) - 1415 EST

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

Finding(s)

1. UNDETERMINED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
  3. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5019      3/24/82      DAYTONA BEACH, FL      A/C Reg. No. N257ER      Time (Lcl) - 1445 EST

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

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

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

Make/Model	- PIPER PA-44	Eng Make/Model	- LYCOMING D-360-E1AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 3800 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 10000 FT OVERCAST</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>DAYTONA BEACH, FL</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>NEW SMYRNA BEACH</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 5000/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 22</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since -</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1857</p> <p>Make/Model- 748</p> <p>Instrument- 143</p> <p>Multi-Eng - 763</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 201</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DEMONSTRATING A SHORT FIELD LANDING IN STRONG CROSSWINDS THE AIRCRAFT DEVELOPED A HIGH SINK RATE WHEN CLOSE TO THE GROUND AND TOUCHED DOWN HARDER THAN NORMAL. THE LEFT MAIN GEAR BROKE FREE FROM THE AIRPLANE AND THE INSTRUCTOR WAS ABLE TO PERFORM A GO-AROUND WITH THE GEAR HANGING BY THE BRAKE LINE. DURING EMERGENCY PROCEDURE DISCUSSIONS WITH THE COMPANY, THE GEAR BROKE FREE AND IT FELL INTO A WOODED AREA. AN EMERGENCY LANDING WAS MADE AT DAYTONA BEACH, AND THE AIRPLANE CAME TO REST IN THE GRASS ON THE LEFT SIDE OF THE RUNWAY. EXAMINATION OF THE REMAINING PORTION OF THE STRUT OUTER BARREL REVEALED AN AREA OF FATIGUE HALF WAY THROUGH THE WALL DIAMETER AT THE POINT WHERE THE TRUNNION WEB JOINS THE BARREL.

Brief of Incident (Continued)

File No. - 5019

3/24/82

DAYTONA BEACH, FL

A/C Reg. No. N257ER

Time (Lc1) - 1445 EST

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Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE
  2. GO-AROUND - PERFORMED - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND(CFI)
  4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND(CFI)
  5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5031      4/02/82      TALLAHASSEE, FL      A/C Reg. No. N41045      Time (Lcl) - 1915 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR		Fatal	Serious	Minor	None
Type of Operation -EXECUTIVE	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass	0	0	0	2
Incident Occurred During -CRUISE						

-----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 - 8	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SARASOTA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BATON ROUGE, LA	TALLAHASSEE MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - IFR	Runway Surface - UNK/NR
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1584
SE LAND, ME LAND	Months Since -	Make/Model- 83
	Aircraft Type - UNK/NR	Instrument- 270
		Multi-Eng - 902
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 156

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 8000 FEET, THE RIGHT ALTERNATOR LIGHT CAME ON AND THE PILOT ACCOMPLISHED THE REQUIRED PROCEDURES FOR AN ALTERNATOR FAILURE. SHORTLY THEREAFTER, HE NOTICED AN AREA OF DISCOLORATION ON THE INBOARD NACELLE OF THE RIGHT ENGINE AND SAW FLAMES INSIDE THE NACELLE. THE PILOT SECURED THE ENGINE, DECLARED AN EMERGENCY AND MADE A SINGLE ENGINE LANDING AT TALLAHASSEE, FL. EXAMINATION OF THE ENGINE REVEALED A BROKEN TURBOCHARGER EXHAUST CLAMP WHICH ALLOWED THE EXHAUST TUBE TO SEPARATE FROM THE TURBO. HIGH TEMPERATURE EXHAUST GASES THEN STARTED THE FIRE WHICH DISABLED THE ALTERNATOR WIRING. METALLURGICAL EXAMINATION OF THIS CLAMP AND SEVERAL OTHERS THAT HAD FAILED INDICATED THAT THE FAILURES WERE DUE TO HIGH TEMPERATURE EMBRITTLEMENT. THE LACK OF HIGH TEMPERATURE DUCTILITY WAS ATTRIBUTED TO IMPROPER HEAT TREATMENT WHEN THE CLAMPS WERE MANUFACTURED.

Brief of Incident (Continued)

File No. - 5031

4/02/82

TALLAHASSEE, FL

A/C Reg. No. N41045

Time (Lcl) - 1915 EST

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation    CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, CLAMP - BRITTLE FRACTURE
2. MISCELLANEOUS - INADEQUATE - MANUFACTURER
3. MATERIAL DEFECT (INADEQUATE QUALITY OF MATERIAL) - MANUFACTURER

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6006      4/06/82      FT. LAUDERDALE, FL      A/C Reg. No. Y207P      Time (Lcl) - 1615 EST

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

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

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

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-H2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6840	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PORT-AU-PRINCE, HA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. LAUDERDALE, FL	Runway Ident - 27
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Lth/Wid - 8048/ 150
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - TOWER	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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2140
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 900
		Instrument- UNK/NR
		Multi-Eng - 700
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE LEFT ENGINE QUIT DURING AN APPROACH TO LAND WHILE THE AIRCRAFT WAS AT ABOUT 500 FT AGL WITH THE GEAR AND FLAPS DOWN. THE PILOT STATED THAT HE IMMEDIATELY CHECKED THE FUEL SELECTOR HANDLES TO BE SURE THEY WERE BOTH IN THE INDENT, WHICH THEY WERE. HE THEN TURNED THE RIGHT SELECTOR TO THE "LEFT MAIN" POSITION. SHORTLY AFTER THAT, THE RIGHT ENGINE QUIT. THE PILOT ELECTED TO LAND ON THE BEACH. HE MOVED THE GEAR HANDLE UP AND TURNED TO PARALLEL THE BEACH. JUST BEFORE TOUCHDOWN, HE SAW A MAN SITTING DIRECTLY IN HIS PATH AND MANEUVERED TO LAND CLOSER TO THE WATER ON SLOPING TERRAIN. DURING TOUCHDOWN, THE RIGHT WING DUG INTO THE SAND AS THE AIRCRAFT CRASH LANDED. AN INVESTIGATION REVEALED THAT THE RIGHT MAIN FUEL TANK WAS ABOUT 2/3 FULL, THE RIGHT AUX TANK CONTAINED ABOUT 5 GAL OF FUEL AND THE LEFT MAIN AND AUX TANKS WERE EMPTY.



Brief of Accident/Incident (Continued)

File No. - 6006

4/06/82

FT. LAUDERDALE, FL

A/C Reg. No. Y207P

Time (Lcl) - 1615 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
5. 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)

6. WHEELS UP LANDING - INITIATED - PILOT IN COMMAND
7. OBJECT - OTHER PERSON
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

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

Factor(s) relating to this incident is/are finding(s) 7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5065      4/20/82      MIAMI, FL      A/C Reg. No. N333EA      Time (Lcl) - 2000 EST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
DOMESTIC/FLAG	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	13
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	139
Incident Occurred During -LANDING					

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

Make/Model - LOCKHEED L-1011	Eng Make/Model - ROLLS ROYCE RB-211-22B-02	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 430000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 293	Rated Power - 41030 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - IN PERSON	NEW YORK, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	MIAMI INTERNATIONAL
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Ident - 09L
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10502/ 200
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	RADAR MONITORED	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11095
SE LAND, ME LAND	Months Since -	Make/Model- 981
	Aircraft Type - L-1011	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 114
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EASTERN AIRLINES FLIGHT 29, A LOCKHEED L-1011, SCHEDULED FLIGHT FROM NEW YORK LANDED AT MIAMI INTERNATIONAL AIRPORT. DURING THE LANDING ROLL, THE CREW NOTICED A RED WARNING LIGHT ON THE LEFT MAIN LANDING GEAR. THE AIRCRAFT COMPLETED THE LANDING ROLL AT WHICH TIME PROVISIONS WERE MADE TO DEPLANE. EXAMINATION OF THE LEFT LANDING GEAR SHOWED A COMPLETE FRACTURE OF THE MAIN LANDING GEAR STRUT CYLINDER ORIGINATING FROM THE BORE OF THE INBOARD RETRACT ACTUATOR. EXAMINATION OF THE CRACKS REVEALED EVIDENCE OF STRESS CORROSION.

Brief of Incident (Continued)

File No. - 5065

4/20/82

MIAMI, FL

A/C Reg. No. N333EA

Time (Lcl) - 2000 EST

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Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - CORRODED
  2. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - FAILURE, TOTAL
  3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5074      5/12/82      NEAR, FT. MYER, FL      A/C Reg. No. N721J      Time (Lcl) - 1854 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	NONE						
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	1
Incident Occurred During -CLIMB							

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

Make/Model - GATES LEARJET 24B	Eng Make/Model - GEN.ELECTRIC GE610-4	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES	
Max Gross Wt - 13500	Engine Type - TURBOJET	Weather Radar - NO	
No. of Seats - 8	Rated Power - 2850 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PBI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	IAH	
Wind Dir/Speed- 005/001 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4000 FT	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
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,ATP	Current - YES	Total - 7800
SE LAND,ME LAND	Months Since -	Make/Model- 1200
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 352
		Multi-Eng - 2600
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 25
		Rotorcraft - 3400

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE CLIMBING TO A CRUISE ALTITUDE OF 41000 FEET, THE PILOT ENGAGED THE AUTOPILOT AT APPROXIMATELY 29500 FEET. THE AIRCRAFT STARTED TO PITCH NOSE DOWN SEVERAL SECONDS LATER. THE PITCH TRIM SWITCH WAS TURNED OFF AND THE CIRCUIT BREAKERS PULLED. THE PILOTS WERE AIDED BY A PASSENGER AND USED ALL THEIR STRENGTH TO PULL BACK ON THE CONTROL WHEEL TO KEEP THE AIRCRAFT FROM CONTINUING TO PITCH NOSEDOWN. THE AIRCRAFT LANDED SAFELY. EXAMINATION OF AUTO-PILOT REVEALED THAT AN OVERVOLTAGE CONDITION EXISTED THAT WAS DRIVING THE STAB TRIM ACTUATOR TO THE AIRPLANE NOSE DOWN POSITION. IN ADDITION, THIS CAUSED THE AUTOPILOT EFFORT INDICATOR TO SHOW A MAXIMUM NOSE DOWN DEFLECTION. ACCORDING TO THE COPILOT'S STATEMENT, THE EFFORT INDICATOR WAS AT MAXIMUM DEFLECTION DURING THE PRE-TAKEOFF CHECK.

Brief of Incident (Continued)

File No. - 5074

5/12/82

NEAR, FT. MYER, FL

A/C Reg. No. N721J

Time (Lcl) - 1854 EDT

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

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - FAILURE, PARTIAL
  2. AUTOPILOT - NOT UNDERSTOOD - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6017      6/21/82      LAKELAND, FL      A/C Reg. No. YV419      Time (Lcl) - 1158 EDT

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

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

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

Make/Model      - AERO COMMANDER S2R	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      - 6000	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats      - 1	Rated Power      - 600 HP	

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 180/006 KTS</p> <p>Visibility        - 9.0 SM</p> <p>Cloud Conditions(1st) - 2000 FT BROKEN</p> <p>Cloud Conditions(2nd) - 15000 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 LAKELAND, FL</p> <p>Destination MIAMI, FL</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 LAKELAND MUNICIPAL</p> <p>Runway Ident        - 13</p> <p>Runway Lth/Wid     - 5001/ 150</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>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current            - YES</p> <p>Months Since      -</p> <p>Aircraft Type      - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total            - 3214</p> <p>Make/Model-      4</p> <p>Instrument-       330</p> <p>Multi-Eng -       731</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 121</p>
<p>Instrument Rating(s) - AIRPLANE</p>		

-----Narrative-----

THE PILOT HAD PLANNED TO FLY THE FOREIGN REGISTERED AIRCRAFT TO MIAMI, FL TO VISIT THE VENEZUELAN CONSULATE'S OFFICE BEFORE CONTINUING ON TO VENEZUELA. THE AIRCRAFT WAS MODIFIED WITH AN AUXILIARY FUEL TANK IN THE HOPPER. ALSO, AUTHORIZATION WAS OBTAINED TO CARRY EXTRA WEIGHT TO FERRY THE PLANE. BEFORE TAKEOFF, THE PLANE WAS FUELED TO 6600 LBS, 600 LBS OVER THE LIMIT FOR AGRICULTURAL OPERATIONS. AFTER TAKEOFF, THE PILOT REMAINED IN THE PATTERN AND MADE 3 LANDINGS. ON THE FOURTH TAKEOFF, THE AIRCRAFT ENTERED A SPIN AND CRASHED. TWO WITNESSES, WHO WERE PILOTS, REPORTED THAT THE PLANE SEEMED TO BE NEAR A STALL WHILE IN THE TRAFFIC PATTERN. THEY REPORTED THAT ON THE LAST TAKEOFF. THE PLANE WAS IN A NOSE HIGH ATTITUDE, BEGAN A SHALLOW TURN, THEN ENTERED THE SPIN. ONE ESTIMATED THE SPIN BEGAN AT 300 FT, THE OTHER WITNESS ESTIMATED IT BEGAN AT 400 FT. ANOTHER PILOT LANDED ABOUT 15 MINUTES AFTER THE ACCIDENT. HE REPORTED WIND SHEAR AND TURBULENCE IN THE PATTERN. NO PREIMPACT DISCREPANCIES WERE FOUND WITH THE AIRCRAFT OR ENGINE.

Brief of Accident/Incident (Continued)

File No. - 6017

6/21/82

LAKELAND, FL

A/C Reg. No. YV419

Time (Lcl) - 1158 EDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
  2. WEATHER CONDITION - TURBULENCE
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. 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/incident is/are finding(s) 4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6012      11/27/82      MIAMI, FL

A/C Reg. No. HK284

Time (Lc1) - 0853 EST

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

Type Operating Certificate	OPERATING CERTIFICATE	Aircraft Damage			Injuries		
	COMMERCIAL OPERATOR	SUBSTANTIAL			Fatal	Serious	Minor
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	0	7
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	0	0	0	109
Acc/Inc Occurred During	-TAKEOFF						

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

Make/Model	- BOEING 707-323C	Eng Make/Model	- P & W JT3D-3B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 333100	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 179	Rated Power	- 17950 LBS THRUST		

-----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	BOGOTA, CL	MIAMI INTERNATIONAL
Wind Dir/Speed - 090/010 KTS	ATC/Airspace	Runway Ident - 09L
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10502/ 200
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10600
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 2500
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE FLIGHT CREW, A LOUD EXPLOSION WAS HEARD A FEW SECONDS AFTER REACHING TAKEOFF POWER AND THE TAKEOFF WAS ABORTED. WHILE TAXIING, THE TOWER INFORMED THE FLIGHT CREW THAT FLAMES WERE COMING FROM THE NO. 4 ENGINE. THE AIRCREW STOPPED THE AIRCRAFT AND COMPLETED THE ENGINE FIRE PROCEDURES; HOWEVER, THE AIRPORT FIRE FIGHTERS EXTINGUISHED THE FIRE. AN INVESTIGATION REVEALED THAT THE NO. 4 ENGINE HAD FAILED AND HIGH ENERGY ENGINE PARTS WERE RELEASED WHICH RESULTED IN DAMAGE TO THE AIRFRAME AND THE NO. 3 ENGINE. MOST OF THE ROTATING COMPONENTS, FORWARD OF 7TH STAGE COMPRESSOR DISK ASSEMBLY, WERE RELEASED DURING THE EXPLOSIVE FAILURE. AN EXAMINATION OF THE FIRST STAGE COMPRESSOR FAN BLADES SHOWED THAT THE NO. 15 FIRST STAGE FAN BLADE, PN 531601K, HAD FAILED FROM FATIGUE. THE FAILURE OCCURRED 3.2 HRS AFTER OVERHAUL.



Brief of Accident/Incident (Continued)

File No. - 6012

11/27/82

MIAMI, FL

A/C Reg. No. HK284

Time (Lcl) - 0853 EST

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

Finding(s)

1. COMPRESSOR ASSEMBLY, FORWARD FAN - FATIGUE
  2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2      FIRE/EXPLOSION  
Phase of Operation      TAKEOFF - GROUND RUN

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

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

### Brief of Incident

Time (Lc1) - 1709 EST

## None

7

14

Rated Power - 15500 LBS THRUST

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Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

CATASTROPHIC FAILURE OF THE NR 2 ENGINE OCCURRED DRG TKOF ROLL. TKOF WAS ABORTED AND THE AIRCRAFT WAS STOPPED ON THE RUNWAY. THERE WAS NO FIRE ALTHOUGH ENGINE PARTS PENETRATED THE ENGINE CASE AND COWLING SEVERING COIL AND HYDRAULIC LINES AND ELECTRICAL WIRES AND PENETRATED THE AFT FUSELAGE AND CAUSED FOD TO NR 3 ENGINE. ACFT WAS TAXIED TO GATE WHERE PASSENGERS DEPLANED NORMALLY. EXAMINATION OF NR 2 ENGINE REVEALED FATIGUE FAILURE OF FIRST STAGE COMPRESSOR BLADE. EVIDENCE OF PREVIOUS FOD AT FATIGUE ORIGATION SITE.

Brief of Incident (Continued)

File No. - 5084

12/06/82

SARASOTA, FL

A/C Reg. No. N8871Z

Time (Lcl) - 1709 EST

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

Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. COMPRESSOR ASSEMBLY, FORWARD FAN - FOREIGN OBJECT DAMAGE
  2. COMPRESSOR ASSEMBLY, FORWARD FAN - FATIGUE
  3. COMPRESSOR ASSEMBLY, FORWARD FAN - SEPARATION
  4. COMPRESSOR ASSEMBLY - FAILURE, TOTAL
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5013      1/29/82      ATLANTA,GA      A/C Reg. No. N1851S      Time (Lcl) - 0900 EST

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

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

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

Make/Model - BEECH B200	Eng Make/Model - P & W PT6-42	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 11	Rated Power - 850 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BIRMINGHAM,AL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GREENSBORO,NC	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
	Months Since -	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1700
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 110
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE AT CRUISE WITH RECOMMENDED POWER SETTINGS, THE LEFT ENGINE OIL PRESSURE AND TORQUE INDICATIONS BEGAN FLUCTUATING AND DROPPING. AS THE POWER LEVER WAS RETARDED A POPPING SOUND WAS HEARD AND THE ENGINE WAS SHUT DOWN. A PRECAUTIONARY LANDING WAS MADE IN ATLANTA. ENGINE DISASSEMBLY DISCLOSED A FAILURE OF THE NO. 1 BEARING. BLADE TIP FEATHERING WAS NOTED ON THE FIRST AND SECOND STAGE COMPRESSOR BLADE TIPS, AS WELL AS ON THE IMPELLER STAGE. THE OIL NOZZLE WAS UNOBSTRUCTED. PRATT AND WHITNEY HAD OBTAINED A NEW VENDOR FOR THE BEARING, WHICH HAD 113 HOURS IN SERVICE AT THE TIME OF THE FAILURE.

Brief of Incident (Continued)

File No. - 5013

1/29/82

ATLANTA,GA

A/C Reg. No. N1851S

Time (Lcl) - 0900 EST

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

Finding(s)

1. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
  2. PROPELLER FEATHERING - INTENTIONAL - 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 incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5017      2/26/82      ATLANTA, GA      A/C Reg. No. N10AY      Time (Lcl) - 1245 EST

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

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

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

Make/Model - BEECH B90	Eng Make/Model - P & W PT6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9000	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 10	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAVANNAH, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ATLANTA, GA	DEKALB PEACHTREE
Wind Dir/Speed- 080/011 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 100
Cloud Conditions(1st) - 900 FT BROKEN	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - 1700 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		ICE
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3820
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 2
	Aircraft Type - B-90	Make/Model- 512
		Instrument- 534
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Multi-Eng - 2440

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS MAKING AN ILS APPROACH TO RUNWAY 20L WITH WINDS EASTERLY AT 12 WITH GUSTS TO 20 KTS. A WIND CHECK AT THE OUTER MARKER DISCLOSED WINDS 100 DEG AT 8 KTS, AND TOWER AUTHORIZED PILOT TO LAND ON 20L OR CIRCLE TO RUNWAY 09 AT HIS DISCRETION. AFTER A FURTHER WIND CHECK OF 100 DEG AT 10 KTS THE PILOT ELECTED TO LAND ON 20L BECAUSE OF ITS LENGTH AND THE ENVIRONMENTAL CONDITIONS. AS THE AIRCRAFT PASSED OVER THE NUMBERS THE TOWER ISSUED WINDS FROM 100 DEG AT 17 KTS. THE AIRCRAFT TOUCHED DOWN ABOUT 2800 FT DOWN THE 5001 FT ICY RUNWAY. POWER WAS APPLIED FOR A GO-AROUND BUT THE PILOT FELT THAT THE MANEUVER COULD NOT BE COMPLETED SAFELY. HE RETARDED THE THROTTLES AND APPLIED THE BRAKES BUT COULD NOT STOP THE AIRCRAFT IN THE REMAINING RUNWAY LENGTH. IN AN ATTEMPT TO TURN OFF THE RUNWAY ONTO THE END TAXIWAY THE NOSE WAS YAWED TO THE RIGHT AND THE AIRPLANE RAN OFF THE RUNWAY END IN THAT ATTITUDE. THE AIRCRAFT WENT PARTIALLY DOWN AN EMBANKMENT AND THE LEFT GEAR COLLAPSED.

Brief of Incident (Continued)

File No. - 5017

2/26/82

ATLANTA,GA

A/C Reg. No. N10AY

Time (Lc1) - 1245 EST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
7. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

8. LANDING GEAR,MAIN GEAR - OVERLOAD
9. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5037      4/02/82      SAVANNAH,GA      A/C Reg. No. N25MA      Time (Lcl) - 1445 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE  
Flight Conducted Under      -14 CFR 91  
Incident Occurred During      -CRUISE

Aircraft Damage

MINOR

Fire  
IN FLIGHT

Crew  
Pass

Fatal  
0  
0

Injuries

Serious  
0  
0

Minor  
0  
0

None  
1  
1

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

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

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 100/008 KTS  
Visibility      - 10.0 SM  
Cloud Conditions(1st) - 8000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DAYTONA BEACH,FL  
Destination  
WINSTON-SALEM,NC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3900  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, ELECTRICAL FUMES, SMOKE AND SPARKS BEGAN EMITTING FROM THE CIRCUIT BREAKER PANEL IMMEDIATELY LEFT OF THE PILOT'S SEAT. THE PILOT WAS FORCED TO MOVE TO THE RIGHT SEAT. HE TRIED TO SUPPRESS THE SPARKS WITH A CHEMICAL FIRE EXTINGUISHER AND TRIED TO ISOLATE THE SOURCE OF THE ELECTRICAL FIRE, BUT WAS UNABLE. HE DECLARED AN EMERGENCY AND LANDED AT SAVANNAH, GA. AN INVESTIGATION REVEALED THAT FIRE HAD DESTROYED MUCH OF THE WIRING BEHIND THE CIRCUIT BREAKER PANEL AND SEVERAL HOLES WERE BURNED THROUGH THE FUSELAGE SKIN. BOTH OVER-VOLTAGE REGULATORS WERE BURNED OUT AND ALL RADIOS AND VOLTAGE REGULATORS WERE DESTROYED. THE BATTERY HAD OVER-HEATED AND SPEWED SMOKE AND FLUID FROM THE BATTERY COMPARTMENT. THE CIRCUIT BREAKER PANEL HAD BEEN REINSTALLED WITHOUT A PHENOLIC SPACER ON THE FORWARD SIDE AND WAS BENT INWARD IN THAT AREA. THIS SPACER WAS NEEDED TO ASSURE SPACE BEHIND THE PANEL. THE FOAM MATERIAL (LINING FOR ADDITIONAL INSULATION) HAD BECOME BRITTLE. A COMPASS SYSTEM AND DME HAD BEEN INSTALLED ON 11/16/81.



Brief of Incident (Continued)

File No. - 5037

4/02/82

SAVANNAH,GA

A/C Reg. No. N25MA

Time (Lc1) - 1445 EST

Occurrence FIRE  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
2. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - ARCING
3. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - FIRE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5067      6/06/82      MACON,GA      A/C Reg. No. N171DC      Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Incident Occurred During      -TAKEOFF

Aircraft Damage

MINOR

Fire

UNK/NR

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

2

0

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

Make/Model      - BEECH 18  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 9800  
No. of Seats      - 2

Eng Make/Model      - P & W R-985-14B  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 450 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 310/010 KTS  
Visibility      - 8.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
JACKSON,MI  
Destination  
MIAMI,FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LEWIS B. WILSON  
Runway Ident      - 05  
Runway Lth/Wid      - 6501/ 15  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 72

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 23551  
Make/Model- 42  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE FLIGHT WAS BEING CONDUCTED UNDER FERRY FLIGHT PROVISIONS. THE FLIGHT WAS ISSUED A TAKEOFF CLEARANCE FOR RUNWAY 05,WITH REPORTED SURFACE WINDS OF 320 DEGREES AT 10 KNOTS. THE COPILOT STARTED THE TAKEOFF ROLL AND WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE AIRCRAFT GROUND LOOPED AND WENT OFF THE SIDE OF THE RUNWAY.

Brief of Incident (Continued)

File No. - 5067

6/06/82

MACON, GA

A/C Reg. No. N171DC

Time (Lcl) - 1500 EDT

Occurrence            LOSS OF CONTROL - ON GROUND

Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - COPILOT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
4. GROUND LOOP/SWERVE - INADVERTENT - COPILOT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5042      7/15/82      NEAR SPARTA,GA      A/C Reg. No. N33226      Time (Lc1) - 1015 EDT

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WILMINGTON,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ATLANTA,GA	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 300 FT SCATTERED	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 1000 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 17000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - B-737	Make/Model- 9
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED POWER FAILURE WHILE IN CRUISE FLIGHT EN ROUTE FROM WILMINGTON, NC TO ATLANTA GA. FOLLOWING THE POWER LOSS, THE PILOT LANDED GEAR UP IN AN OPEN FIELD NEAR SPARTA, GA. INVESTIGATION REVEALED THAT THE AIRCRAFT HAD LAST BEEN REFUELED ON 7-2-82 WITH 46.3 GALLONS OF 100LL AVIATION GASOLINE. SINCE THAT TIME, THE AIRCRAFT HAD BEEN FLOWN A TOTAL OF 4 HOURS AND 43 MINUTES. ON SCENE INVESTIGATION REVEALED THAT THERE WAS NO FUEL IN THE RIGHT TANK AND 6.8 GALLONS OF AMBER COLORED FUEL IN THE LEFT TANK. ANALYSIS OF THE RECOVERED FUEL INDICATED THAT IT WAS REGULAR LEADED GASOLINE. WHILE THE FAA INSPECTORS WERE ON SCENE, THEY WERE TOLD BY A LOCAL RESIDENT THAT SHORTLY AFTER THE MISHAP, THE PILOT PURCHASED ABOUT 7 GALLONS OF AUTOMOTIVE GASOLINE FROM HIM AND HIS SON. THE WITNESS STATED THAT THE PILOT SAID THAT HE DID NOT INTEND TO FLY THE AIRPLANE WITH IT, BUT ONLY WANTED TO "SATISFY THE MAN".

Brief of Incident (Continued)

File No. - 5042

7/15/82

NEAR SPARTA,GA

A/C Reg. No. N33226

Time (Lc1) - 1015 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - 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)

3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5039      7/29/82      HAMPTON, GA

A/C Reg. No. N714TA

Time (Lc1) - 1545 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
MINOR  
Fire  
NONE

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

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- VARIABLE-UNK/NR

Visibility      - 12.0      SM

Cloud Conditions(1st) - 4500 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

ATLANTA, GA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

BEAR CREEK

Runway Ident      - 24

Runway Lth/Wid      - 3375/      40

Runway Surface      - ASPHALT

Runway Status      - HOLES

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age -      37

Biennial Flight Review

Current      - YES

Months Since      -

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 103

Make/Model-      87

Instrument-      12

Last 24 Hrs -      2

Last 30 Days-      4

Last 90 Days-      9

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI AFTER LANDING, THIS AIRCRAFT STRUCK 3 AIRCRAFT POSITIONED ON THE NORTHSIDE OF THE TAXIWAY. THE PARKED AIRCRAFT WERE NORMALLY TIED DOWN ON THE SOUTH SIDE OF THE TAXIWAY, BUT HAD BEEN REPOSITIONED BY AIRPORT PERSONNEL TO FACILITATE CUTTING THE GRASS IN THE TIEDOWN AREA. THE PILOT STATED THAT AT THE MOMENT OF THE COLLISION HE WAS LOOKING INSIDE THE COCKPIT TO RAISE THE FLAPS. AFTER INITIAL CONTACT, THE ACCIDENT AIRCRAFT YAWED LEFT AND STRUCK 2 OTHER AIRCRAFT. INVESTIGATION REVEALED THAT THERE WOULD HAVE BEEN 9 INCHES OF CLEARANCE BETWEEN WING TIP AND RUDDER WITH THE ACCIDENT AIRCRAFT CENTERED ON THE TAXIWAY.

Brief of Incident (Continued)

File No. - 5039

7/29/82

HAMPTON,GA

A/C Reg. No. N714TA

Time (Lc1) - 1545 EDT

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5045      8/25/82      DULUTH, GA      A/C Reg. No. N2163W      Time (Lcl) - 1000 EDT

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

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4J	ELT Installed/Activated - YES-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 - 180 HP	

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

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

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 56
		Instrument- 0
		Last 30 Days- 3
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING PREFLIGHT, THE PILOT FOUND THE RIGHT AILERON FRONT PUSH-PULL ROD END BROKEN. THIS DEFECT WOULD HAVE PRECLUDED AILERON CONTROL. METALLURGICAL EXAMINATION OF THE FRACTURE REVEALED THAT THE PART HAD FAILED DUE TO REVERSE BENDING FATIGUE AS A RESULT OF INADEQUATE LUBRICATION.



Brief of Incident (Continued)

File No. - 5045

8/25/82

DULUTH,GA

A/C Reg. No. N2163W

Time (Lc1) - 1000 EDT

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Occurrence           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation   STANDING - PRE-FLIGHT

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - FATIGUE
2. MAINTENANCE,INSTALLATION - INADEQUATE - COMPANY MAINTENANCE PSNL
3. FLT CONTROL SYST,AILERON CONTROL - DISCONNECTED
4. FLT CONTROL SYST,AILERON CONTROL - FAILURE,TOTAL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5097      12/07/82      CHAMBLEE,GA      A/C Reg. No. N153TG      Time (Lcl) - 2325 EST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	SUPPLEMENTAL	MINOR						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	0	3
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	0	0	0	0
Incident Occurred During	-TAKEOFF	ON GROUND						

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

Make/Model	- GULFSTREAM AMERICAN G-159	Eng Make/Model	- ROLLS ROYCE MARK 529-8H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 35100	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 21	Rated Power	- 2154 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	COLUMBUS,OH	DEKALB-PEACHTREE
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 02R
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 100
Cloud Conditions(1st) - NONE	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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4000
SE LAND,ME LAND	Months Since -	Make/Model- 400
	Aircraft Type - G-159	Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ORION AIRLINES FLT 110 EXPERIENCED AN ENGINE FIRE IMMEDIATELY AFTER TKOF FROM DEKALB-PEACHTREE AIRPORT. AT 400 FT AGL, THE RT ENGINE FIRE WARNING LT ILLUMINATED. FLAMES WERE OBSERVED OVER THE WING AND COMING FROM THE INBD SIDE OF THE RIGHT ENG COWL. THE RT PROP WAS FEATHERED AND BOTH FIRE BOTTLES WERE DISCHARGED. THE AIRCRAFT WAS LANDED WITHOUT FURTHER INCIDENT. ENGINE EXAMINATION REVEALED THAT THE RT ENGINE COMBUSTION FLAME TUBE NR 5 WAS LOOSE AND HAD CONTACTED THE FUEL NOZZLE. ROLLS ROYCE EXAMINATION OF THE FLAME TUBE DISCLOSED THAT THE LOSS OF FLAME TUBE RETENTION OCCURRED DUE TO PIN AND LINER WEAR AND BRIDGE PIECE HIGH CYCLE FATIGUE.

Brief of Incident (Continued)

File No. - 5097

12/07/82

CHAMBLEE,GA

A/C Reg. No. N153TG

Time (Lci) - 2325 EST

Occurrence

FIRE

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMBUSTION ASSEMBLY,COMBUSTION LINER - WORN
2. COMBUSTION ASSEMBLY,COMBUSTION LINER - FATIGUE
3. COMBUSTION ASSEMBLY,COMBUSTION LINER - LOOSE
4. COMBUSTION ASSEMBLY,COMBUSTION LINER - OVERTEMPERATURE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5075      12/21/82      MOULTRIE, GA      A/C Reg. No. N6262P      Time (Lcl) - 1400 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	MINOR		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew 0	0	0	1
Incident Occurred During	-LANDING	NONE		Pass 0	0	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	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 250 HP		

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

<p><b>Weather Data</b></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) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p><b>Itinerary</b></p> <p>Last Departure Point</p> <p>FLINT, MI</p> <p>Destination</p> <p>BROOKSVILLE, FL</p> <p><b>ATC/Airspace</b></p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p><b>Airport Proximity</b></p> <p>ON AIRPORT</p> <p><b>Airport Data</b></p> <p>SPENCE FIELD</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 8000/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p><b>Pilot-In-Command</b></p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since -</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 756</p> <p>Make/Model- 350</p> <p>Instrument- 183</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING A REFUELING STOP IN MOULTRIE, GA WHEN THE AIRCRAFT TOUCHED DOWN ON RUNWAY 14 AT SPENCE FIELD WITH THE LANDING GEAR IN THE UP POSITION. THE PILOT DOES NOT RECALL WHAT EVENTS LED TO THE WHEELS UP LANDING. ON EXITING THE AIRCRAFT, HE NOTED THAT ALL THE WHEELS WERE OUT OF THE WELLS BUT NOT FULLY EXTENDED. HE STATED THAT INSPECTION OF THE COCKPIT REVEALED THE LANDING GEAR HANDLE WAS DOWN AND THE CIRCUIT BREAKER FOR THE MAIN LANDING GEAR MOTOR WAS POPPED. A SALVAGE CREW RAISED THE AIRPLANE AND THE GEAR CAME DOWN AND LOCKED WHEN THE MASTER SWITCH WAS TURNED ON AND THE CIRCUIT BREAKER RESET.

Brief of Incident (Continued)

File No. - 5075

12/21/82

MOULTREE, GA

A/C Reg. No. N6262P

Time (Lc1) - 1400 EST

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

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5094      8/21/82      HONOLULU, HI      A/C Reg. No. N104WA      Time (Lcl) - 1519 HST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	0	Minor	0
Incident Occurred During	-TAKEOFF						None
							13
							380

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

Make/Model	- MCDONNELL DOUGLAS DC-10-30F	Eng Make/Model	- GE CF6-50C1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- UNK/NR
Max Gross Wt	- 565000	Engine Type	- TURBOFAN	Weather Radar	- UNK/NR
No. of Seats	- 398	Rated Power	- 46300 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES, CA	HONOLULU
Wind Dir/Speed- 080/016 KTS	ATC/Airspace	Runway Ident - 08R
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12000/ 200
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 5000 FT SCATTERED	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 21000
SE LAND, ME LAND	Months Since -	Make/Model- 3400
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ROTATION, THE FIRE BELL AND THE #2 ENGINE FIRE WARNING LIGHT CAME ON AND THE CREW NOTED A POWER LOSS ON THE #2 ENGINE. THE TAKEOFF WAS CONTINUED, THE ENGINE SECURED AND THE FIRE BOTTLES DISCHARGED. THE FIRE CONTINUED TO BURN. THE AIRCRAFT CIRCLED AND MADE A NORMAL APPROACH AND LANDING. THE AIRCRAFT BRAKE SYSTEM OVERHEATED DURING THE OVERWEIGHT LANDING, HOWEVER THERE WAS NO OTHER DAMAGE OR INJURIES. TEARDOWN OF THE ENGINE REVEALED THAT A COMPRESSOR BLADE HAD SEPARATED IN FATIGUE ON THE 6TH STAGE HPC ROTOR. THE FAILED BLADE THEN DAMAGED THE 7TH AND REMAINING STAGES AND IGNITED A TITANIUM CASE FIRE. THE ORIGIN OF THE FATIGUE APPEARED TO HAVE PROPAGATED FROM THE DOVETAIL AREA.

Brief of Incident (Continued)

File No. - 5094

8/21/82

HONOLULU, HI

A/C Reg. No. N104WA

Time (Lc1) - 1519 HST

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

Finding(s)

1. TURBINE ASSEMBLY, TURBINE BLADE - FATIGUE
  2. TURBINE ASSEMBLY, TURBINE BLADE - SEPARATION
  3. TURBINE ASSEMBLY, CASING - BURNED
- 

Occurrence #2            FIRE  
Phase of Operation       TAKEOFF - GROUND RUN  
-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3404      12/09/82      500 NM E, HONOLULU, HI      A/C Reg. No. N74957      Time (Lcl) - 0228 PST

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

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

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

Make/Model    - PIPER PA-31-350	Eng Make/Model - LYCOMING LT10-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear   - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt   - 7045	Engine Type    - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats    - 2	Rated Power    - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing        - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method            - TELEPHONE	OAKLAND, CA	
Completeness     - SELF	Destination	Airport Data
Basic Weather     - VMC	HONOLULU, HI	Runway Ident        - N/A
Wind Dir/Speed- 320/020 KTS	ATC/Airspace	Runway Lth/Wid    - N/A
Visibility        - 15.0 SM	Type of Flight Plan - IFR	Runway Surface    - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance   - UNK/NR	Runway Status     - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg      - UNK/NR	
Obstructions to Vision- NONE		
Precipitation     - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current            - YES	Total             - 6000
SE LAND, ME LAND	Months Since    - UNK/NR	Make/Model-      100
	Aircraft Type    - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 2000
Instrument Rating(s) - AIRPLANE		Last 24 Hrs - 10
		Last 30 Days- 0
		Last 90 Days- 0

-----Narrative-----

THE ACFT DEPARTED OAKLAND, CA AT 1733 PST ON A NIGHT FLIGHT TO HONOLULU, HI. THE FLT PROCEEDED WITHOUT INCIDENT UNTIL APRX 0050 PST WHEN THE PLT ADVISED THAT THE LEFT ENG WAS SLOWLY LOSING OIL PRESSURE. AT THAT TIME, THE ACFT WAS AT AN ALT OF 6000 FT. AT 0205, THE PLT REPORTED HE SHUT DOWN THE ENG & WAS UNABLE TO MAINTAIN 6000 FT. A DESCENT WAS STARTED. IN HIS LAST TRANSMISSION AT 0228 PST, THE PLT REPORTED THAT HE WAS AT 500 FT, BARELY MAINTAINING ALT. RADIO CONTACT WAS LOST WHEN THE ACFT WAS APRX 500 MI EAST OF HONOLULU. AT 1559, THE CREW OF A SEARCH ACFT SIGHTED FLOATING DEBRIS & 1 BODY FLOATING IN THAT AREA. A MARKER BUOY WAS DEPLOYED, BUT NO RECOVERY WAS ACCOMPLISH. THE ACFT WAS PRESUMED TO HAVE BEEN DESTROYED & BOTH OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED. THE ACFT CRASHED IN MODERATE SEA CONDITIONS WITH WAVES HEIGHTS ESTIMATED AT 3 TO 5 FT.



Brief of Accident (Continued)

File No. - 3404

12/09/82

500 NM E, HONOLULU, HI

A/C Reg. No. N74957

Time (Lc1) - 0228 PST

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

Finding(s)

1. UNDETERMINED
  2. FLUID, OIL - PRESSURE TOO LOW
  3. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
- 

Occurrence #2            DITCHING  
Phase of Operation      LANDING

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

Finding(s)

4. LIGHT CONDITION - NIGHT
  5. OBJECT - 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) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5076      12/21/82      WATERLOO,IA

A/C Reg. No. N600TS

Time (Lcl) - 1023 CST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
COMMUTER	MINOR						
Type of Operation	-NON SCHED,DOMESTIC,FERRY	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Minor	0
Incident Occurred During	-LANDING					None	2

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

Make/Model	- PIPER PA31-350	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

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 015/011 KTS  
Visibility - 6.0 SM  
Cloud Conditions(1st) - 1000 FT  
Cloud Conditions(2nd) - 2000 FT  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MARSHFIELD,WI  
Destination  
WATERLOO,IA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

WATERLOO MUNI  
Runway Ident - 12  
Runway Lth/Wid - 8401/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current - YES  
Months Since -  
Aircraft Type - EMB-110

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4500	Last 24 Hrs	- 8
Make/Model	- 1600	Last 30 Days	- UNK/NR
Instrument	- 300	Last 90 Days	- 70
Multi-Eng	- 2500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO LANDING N600TS REPORTEDLY HAD AN UNSAFE NOSE GEAR DOWN INDICATION. AT LANDING TOUCHDOWN, THE NOSE GEAR COLLAPSED. EXAMINATION REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION HOWEVER THE BEARING ENDS, P/N 452-412, SHOWED EVIDENCE OF OVERLOAD FAILURE. THE INCIDENT OCCURRED ON A FAR 91 POSITIONING FLIGHT.

Brief of Incident (Continued)

File No. - 5076

12/21/82

WATERLOO, IA

A/C Reg. No. N600TS

Time (Lc1) - 1023 CST

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Occurrence

NOSE GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - PREVIOUS DAMAGE
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5010      2/18/82      BOISE, ID      A/C Reg. No. N101RA      Time (Lcl) - 0706 MST

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

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

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

Make/Model - EMBRAER EMB-110P1	Eng Make/Model - P & W PT6A-34	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 20	Rated Power - 750 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	LEWISTON, ID	BOISE AIR TERMINAL
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7400/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - 8907
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 180
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - 7528
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 260
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS AIRCRAFT, WHICH WAS DEPARTING ON A SCHEDULED FLIGHT TO LEWISTON, ID., WAS JUST ACCELERATED TO ROTATION SPEED WHEN THE CREW HEARD ONE OF THE PASSENGERS SCREAM. THE TAKEOFF WAS SUCCESSFULLY ABORTED AND THE AIRCRAFT WAS RETURNED TO THE GATE. INVESTIGATION REVEALED THAT THE RIGHT OVERWING EMERGENCY EXIT DOOR WAS MISSING. THE DOOR WAS LOCATED ABOUT 3000' FROM THE DEPARTURE END OF RUNWAY 10L. ACCORDING TO THE PASSENGER SEATED ADJACENT TO THE EXIT, SHE NOTED WHEN SHE BOARDED, THAT THE PLASTIC SAFETY COVER WAS BROKEN AND THE T HANDLE ACTIVATION MECHANISM WAS SLIGHTLY AJAR. SHE ALSO FELT A DRAFT AROUND THE DOOR. THE CREW DID NOT NOTICE ANY IRREGULARITIES WITH THE EXTERIOR HANDLE WHEN THEY DID THE PREFLIGHT. EXAMINATION OF THE DOOR REVEALED THAT THE LOCKING PIN RIGGING WAS CORRECT AND THE PIN RECEPTACLE APPEARED NORMAL. TESTS SHOW THAT ONCE THE PINS ARE RETRACTED FROM THEIR NORMAL OVERCENTER POSITIONS, THE DOOR WILL FALL FREE OF THE FRAME OUTBOARD. THIS AIRCRAFT IS NOT PRESSURIZED.

Brief of Incident (Continued)

File No. - 5010

2/18/82

BOISE, ID

A/C Reg. No. N101RA

Time (Lc1) - 0706 MST

-----  
Occurrence MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DOOR, EMERGENCY EXIT - LOOSE
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  4. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PASSENGER
  5. DOOR, EMERGENCY EXIT - SEPARATION
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5038      7/05/82      BOISE, ID      A/C Reg. No. N919RW      Time (Lcl) - 1334 MDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0	None
Incident Occurred During	-TAKEOFF			0	0		0	5
								79

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

Make/Model	- DOUGLAS DC-9-31	Eng Make/Model	- P & W JT8D-9	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 108000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 97	Rated Power	- 14500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DENVER, CO	BOISE AIR TERMINAL
Wind Dir/Speed- 340/009 KTS	ATC/Airspace	Runway Ident - 28L
Visibility - 70.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9763/ 190
Cloud Conditions(1st) - 4800 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 20000 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 16700
SE LAND, ME LAND	Months Since -	Make/Model- 6500
	Aircraft Type - DC-9	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A GATE DELAY TO LOAD LATE PASSENGERS, THE FLIGHT WAS CLEARED FOR TAKEOFF ON RUNWAY 28L. ABOUT 4 SECONDS AFTER ROTATION SPEED WAS CALLED, THE STICKSHAKER ACTIVATED AND THE TAKEOFF WAS ABORTED. A READOUT OF THE CVR INDICATED THAT THE THRUST REVERSERS WERE DEPLOYED 11 SECONDS LATER. THE AIRCRAFT WAS BROUGHT TO A STOP IN THE DIRT OVERRUN ABOUT 50' PAST THE END OF THE RUNWAY. ONLY MINOR DAMAGE WAS SUSTAINED BY THE AIRCRAFT AND THERE WERE NO INJURIES. THE AIRCRAFT HAD BEEN PLACARDED FOR AN INOPERATIVE ANTI-SKID SYSTEM PRIOR TO ITS DEPARTURE FROM SEATTLE, WA. INVESTIGATION REVEALED THAT THE RIGHT FLAP POSITION TRANSMITTER HAD MALFUNCTIONED DUE TO CORROSION. A MALFUNCTION OF EITHER FLAP POSITION TRANSMITTER CAN SEND AN ERRONEOUS FLAP SETTING SIGNAL TO THE STALL WARNING COMPUTER WHICH, IN TURN, WILL ACTIVATE THE STICKSHAKER/STALL WARNING SYSTEM AT INCORRECT AIRSPEEDS.

Brief of Incident (Continued)

File No. - 5038

7/05/82

BOISE, ID

A/C Reg. No. N919RW

Time (Lcl) - 1334 MDT

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Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLT CONTROL SYST, WING FLAP CONTROL - CORRODED
  2. WARNING SYSTEM(OTHER) - DEPLOYED INADVERTENTLY
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5050 12/01/82 BOISE, ID

A/C Reg. No. N785NC

Time (Lcl) - 2127 MST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage						
DOMESTIC/FLAG	NONE			Fatal	0	Serious	0
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	5
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	17
Incident Occurred During -DESCENT							

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

Make/Model - MCDONNELL DOUGLAS DC-9-51	Eng Make/Model - P & W JT8D-17	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 110000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 139	Rated Power - 16000 LBS THRUST	

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

Weather Data

Wx Briefing - COMPANY  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 290/012 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
DENVER, CO  
Destination  
BOISE, ID

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GOWEN FIELD  
Runway Ident - 28  
Runway Lth/Wid - 9763/ 190  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES  
Months Since -  
Aircraft Type - DC-9-51

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9600	Last 24 Hrs - 4
Make/Model- 4000	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER CLIMBOUT FROM DENVER THE FIRST OFFICER NOTICED THE CAPTAIN TWITCH AND ASKED IF HE WAS OKAY. THE CAPTAIN ANSWERED AFFIRMATIVELY BUT DONNED HIS OXYGEN MASK AT THE CO-PILOT'S SUGGESTION. ABOUT 20 MINUTES LATER THE CAPTAIN STIFFENED WITH HIS LEFT FOOT PRESSING THE LEFT RUDDER PEDAL AS THE AIRCRAFT DESCENDED THROUGH 10000 FT APPROACHING BOISE. A STEWARDESS AND PASSENGER REMOVED THE CAPTAIN FROM HIS SEAT AND LAID HIM ON THE FLOOR. THE CO-PILOT DECLARED AN EMERGENCY AND CONTINUED THE APPROACH, LANDING WITHOUT FURTHER INCIDENT. AN AMBULANCE MET THE FLIGHT AND TOOK THE CAPTAIN TO THE HOSPITAL. EKG AND BLOOD CHEMISTRY TESTS SHOWED RESULTS COMPATIBLE WITH MYOCARDIAL INFARCTION.



Brief of Incident (Continued)

File No. - 5050

12/01/82

BOISE, ID

A/C Reg. No. N785NC

Time (Lcl) - 2127 MST

-----  
Occurrence MISCELLANEOUS/OTHER  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INCAPACITATION (HEART ATTACK) - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5002      1/12/82      CHICAGO, IL      A/C Reg. No. N31031      Time (Lcl) - 1830 CST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
DOMESTIC/FLAG	NONE		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Incident Occurred During -CRUISE					None 12 137

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

Make/Model - LOCKHEED L-1011	Eng Make/Model - ROLLS ROYCE RB-211	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 468000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 274	Rated Power - 42000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BOSTON, MA	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	LOS ANGELES, CA	CHICAGO O'HARE INTER'L
Wind Dir/Speed- CALM		Runway Ident - 14
Visibility - 3.000 SM	ATC/Airspace	Runway Lth/Wid - 11600/ 200
Cloud Conditions(1st) - 1500 FT OBSCURED	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- HAZE	Type Apch/Lndg - ILS - COMPLETE	
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - L-1011	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD DEPARTED BOSTON ON A SCHEDULED FLIGHT WITH THE #1 GENERATOR PLACARDED INOPERATIVE AND NOTED IN THE MINIMUM EQUIPMENT LIST. EN ROUTE TO LOS ANGELES, CA AT FL 350, ABOUT 80 MI NORTHEAST OF BAY CITY, MN., THE CREW NOTED A SIMULTANEOUS LOSS OF #2 AND #3 GENERATORS AND ALL AC POWER. AFTER EXECUTING THE EMERGENCY PROCEDURES AND RESTORING POWER VIA THE APU, THE FLIGHT DIVERTED TO CHICAGO, IL AND MADE A NORMAL LANDING. INVESTIGATION REVEALED THAT THE NUMBER THREE GENERATOR HAD AN OPEN FIELD LINING AND THE NUMBER TWO GENERATOR CONTROL UNIT HAD A DEFECTIVE "A" PHASE. THE #1 GENERATOR HAD EXPERIENCE A SPRAGUE CLUTCH FAILURE.

Brief of Incident (Continued)

File No. - 5002

1/12/82

CHICAGO,IL

A/C Reg. No. N31031

Time (Lc1) - 1830 CST

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

Finding(s)

1. ELECTRICAL SYSTEM,GENERATOR - DISABLED
  2. ELECTRICAL SYSTEM,GENERATOR - OTHER
  3. ELECTRICAL SYSTEM,ELECTRIC RELAY - SHORTED
- 

----Probable Cause----

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

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

### Brief of Incident

----Basic Information----

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

---Environment/Operations Information---

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

Instrument Rating(s) - AIRPLANE

---Narrative---

PAGE 150

Brief of Incident (Continued)

File No. - 5070

2/24/82

CHICAGO,IL

A/C Reg. No. N192MA

Time (Lc1) - 2015 CST

-----  
Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
1. PROCEDURES/DIRECTIVES - IMPROPER USE OF - PILOT IN COMMAND  
2. DIRECTIONAL CONTROL - INADVERTENT - COPILOT  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5100      3/30/82      CHICAGO, IL      A/C Reg. No. N62Z      Time (Lcl) - 2105 CST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Incident Occurred During	-TAKEOFF					None	2
							16

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

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- GARRETT TPE-331-3U3-0	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 12500	Engine Type	- TURBOPROP	Weather Radar	- UNK/NR
No. of Seats	- 22	Rated Power	- 940 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	URBANA, IL		O'HARE INTERNATIONAL	
Wind Dir/Speed	- 220/018 KTS	ATC/Airspace		Runway Ident	- 32
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 11600/ 200
Cloud Conditions(1st)	- NONE	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 - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4395	Last 24 Hrs - 5
ME LAND	Months Since -	Make/Model - 1008	Last 30 Days - UNK/NR
	Aircraft Type - SA226TC	Instrument - 550	Last 90 Days - 265
		Multi-Eng - 2500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT VEERED LEFT AT SLOW SPEED BUT THE VEER WAS CORRECTED. AT 60 KTS THE AIRCRAFT VEERED AGAIN AND WAS NOT CORRECTED. AIRCRAFT LEFT RUNWAY AND DAMAGED PROPS. SERVICE BULLETIN SA-226 NO. 103 DATED 01/20/82 STATES THAT LIMITS BE PLACED ON USE OF NOSE WHEEL STEERING AND PRE-TAKEOFF CHECK TO INSURE STEERING IS IN CASTOR MODE PRIOR TO TAKEOFF.

Brief of Incident (Continued)

File No. - 5100

3/30/82

CHICAGO,IL

A/C Reg. No. N62Z

Time (Lcl) - 2105 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,NOSEWHEEL STEERING - IMPROPER
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5053      4/05/82      WAUKEGAN, IL      A/C Reg. No. N69341      Time (Lcl) - 1230 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	KALAMAZOO, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WAUKEGAN, IL	WAUKEGAN HEMORIAL
Wind Dir/Speed- 050/030 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4600/ 150
Cloud Conditions(1st) - 1000 FT UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - CIRCLING	Runway Status - UNK/NR
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2311
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 748
		Instrument- 548
		Multi-Eng - 748
		Last 30 Days- UNK/NR
		Last 90 Days- 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT REPORTED AN OIL LEAK IN THE RIGHT ENGINE TO CONTROLLER WHILE ON AN INSTRUMENT APPROACH TO WAUKEGAN AIRPORT. SEVERAL MINUTES LATER, PILOT REPORTED THAT HE HAD LOST SIGHT OF THE AIRPORT AND DUE TO LOSS OF POWER IN THE RIGHT ENGINE, ELECTED TO LAND IN A PLOWED FIELD. ON LANDING, THE GEAR COLLAPSED. EXAMINATION OF THE RIGHT ENGINE OIL SCAVENGE PUMP REVEALED THAT THE DRIVE GEAR WAS FRACTURED INTO FIVE PIECES. FOUR OF THE FIVE FRACTURES BORE EVIDENCE OF AN OVERLOAD TYPE FAILURE. ONE FRACTURE SURFACE EXAMINED WAS DETERMINED TO HAVE BEEN PRE-EXISTING AN IT BORE EVIDENCE OF A FATIGUE TYPE FAILURE.



Brief of Incident (Continued)

File No. - 5053

4/05/82

WAUKEGAN,IL

A/C Reg. No. N69341

Time (Lc1) - 1230 CST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL SCAVENGE PUMP - FAILURE,TOTAL
2. FLUID,OIL - LOSS,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - CIRCLING(IFR)

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

Finding(s)

3. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5003      3/09/82      SOUTH BEND, IN      A/C Reg. No. N323BA      Time (Lcl) - 2200 EST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	MINOR		Fatal	Injuries		
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Incident Occurred During	-TAKEOFF			0	0	0	7

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

Make/Model	- SWEARINGEN SA-266TC	Eng Make/Model	- AIRESEARCH TPE3313U3G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 11	Rated Power	- 900 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 - UNK/NR	MUNCIE, IN	MICHIANA REGIONAL
Wind Dir/Speed - 110/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7100/ 150
Cloud Conditions(1st) - 3800 FT BROKEN	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 10008
SE LAND, ME LAND	Months Since -	Make/Model - 338
	Aircraft Type - UNK/NR	Instrument - 532
		Multi-Eng - 4370
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 305

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN REPORTED THAT AT LIFT-OFF ABOVE VI SPEED, HE HEARD A LOUD POP THAT SOUNDED LIKE A TIRE HAD FAILED. A "BRIGHT YELLOWISH" ILLUMINATION WAS THEN SEEN IN FRONT OF THE RIGHT ENGINE. THERE WAS INSUFFICIENT RUNWAY TO ABORT, SO THE TAKEOFF WAS CONTINUED. THE RIGHT ENGINE WAS SECURED (PROP FEATHERED), THE GEAR WAS RETRACTED AND THE AIRCRAFT WAS LANDED WITHOUT FURTHER INCIDENT. AN EXAMINATION REVEALED THAT THE NUMBER THREE TURBINE WHEEL HAD FAILED.

Brief of Incident (Continued)

File No. - 5003

3/09/82

SOUTH BEND, IN

A/C Reg. No. N323BA

Time (Lc1) - 2200 EST

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

Finding(s)

1. TURBINE ASSEMBLY, TURBINE WHEEL - FAILURE, TOTAL
2. PROPELLER FEATHERING - 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 incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5041      5/27/82      NEAR GOSHEN, IN      A/C Reg. No. N8088U      Time (Lcl) - 0927 MDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	12	125	None
Incident Occurred During	-CRUISE							

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

Make/Model	- DOUGLAS DC-8-61	Eng Make/Model	- P&W JTD-3B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 350000	Engine Type	- TURBOJET	Weather Radar	- YES
No. of Seats	- 259	Rated Power	- UNK/NR		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	NEWARK, NJ	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	DENVER, CO	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 60.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 35000 FT SCATTERED	- IFR	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- UNK/NR	- RADAR ADVISORIES	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- N/A
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)	
ATP	Current	- UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since	- UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS AIRCRAFT ENCOUNTERED UNFORECAST SEVERE CLEAR AIR TURBULANCE (CAT) WHILE IN CRUISE FLIGHT AT FL350 NEAR GOSHEN, IN. AS A RESULT OF THE ENCOUNTER, THE AIRCRAFT ENTERED AN UNCONTROLLED DESCENT WHICH WAS ARRESTED AT 31,500 FEET. A TOTAL OF SEVENTEEN PASSENGERS AND FIVE FLIGHT ATTENDANTS RECEIVED MINOR INJURIES. THE AIRCRAFT WAS INSPECTED AND FOUND AIRWORTHY. THE ONLY WARNING THAT THE CREW HAD AS TO THE POSSIBILITY OF CAT WAS A PIREP, PASSED ON BY THE CENTER CONTROLLER, THAT REPORTED MODERATE OR LESS TURBULANCE IN THE AREA. AFTER THE ENCOUNTER THE FLIGHT CONTINUED UNEVENTFULLY TO DENVER.

Brief of Incident (Continued)

File No. - 5041

5/27/82

NEAR GOSHEN, IN

A/C Reg. No. N8088U

Time (Lcl) - 0927 MDT

---

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. DESCENT - UNCONTROLLED -
  3. WEATHER CONDITION - TURBULENCE, CLEAR AIR
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5018      4/20/82      COTTONWOOD FALLS,KS      A/C Reg. No. N89585      Time (Lcl) - 1500 CST

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

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

-----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-----

<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- 320/017 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - 25000 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;">EMPORIA,KS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRACTICE</p> <p style="padding-left: 20px;">VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CHASE COUNTY</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2600/ 155</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p> <p style="padding-left: 20px;">SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since -	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- 1
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

AFTER EXECUTING TWO LANDINGS ON RUNWAY 36, THE PILOT NOTICED A WIND SHIFT FROM 360 DEGREES TO 260 DEGREES AND HE TAXIED BACK UP THE RUNWAY AND STARTED A TAKEOFF ON RUNWAY 18. THE PILOT STATED THAT ABOUT 1300 FROM THE DEPARTURE END OF THE RUNWAY, HE ENCOUNTERED AN INCLINE AND DEEP MUD. HE FURTHER STATED THAT HE LIFTED OFF AT 45-50 KNOTS AND COLLIDED WITH A BARBED WIRE FENCE AT THE END OF THE 2600' RUNWAY. THE PILOT DID NOT STATE WHETHER HE NOTICED THE INCLINE AND THE MUD WHEN HE TAXIED UP THE RUNWAY. WINDS WERE REPORTED AS 320 DEGREES AT 17 GUSTING TO 25 KNOTS AT EMPORIA, KS, 17 MILES TO THE EAST.

Brief of Incident (Continued)

File No. - 5018

4/20/82

COTTONWOOD FALLS,KS

A/C Reg. No. N89585

Time (Lcl) - 1500 CST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
4. WEATHER CONDITION - CROSSWIND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5062      12/13/82      WICHITA,KS

A/C Reg. No. N85BH

Time (Lc1) - 0905 CST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	MINOR				
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	Serious	Minor
Incident Occurred During -CRUISE			0	0	0
					None
					1
					9

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

Make/Model - BEECH 100	Eng Make/Model - P & W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 11	Rated Power - 680 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BFRG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SPRINGFIELD,MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GARDEN CITY,KS	
Wind Dir/Speed- UNK/NR	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 - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4500
ME LAND	Months Since -	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 463
		Last 90 Days- 110
		Multi-Eng - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT REPORTED THAT WHILE CRUISING AT 18000 FEET, THE PRESSURIZED PORTION OF THE SECOND WINDOW BLEW OUT. THE INSIDE WINDOW REMAINED INTACT AND THE CABIN SLOWLY DEPRESSURIZED. THE PILOT MADE AN UNEVENTFUL LANDING. THE WINDOW WAS REPLACED BY A LATER PRODUCTION PANE AND THE AIRCRAFT WAS RELEASED FOR FLIGHT. THE OLD WINDOW HAD APPROXIMATELY 5773 HOURS SINCE INSTALLATION.



Brief of Incident (Continued)

File No. - 5062

12/13/82

WICHITA,KS

A/C Reg. No. N85BH

Time (Lcl) - 0905 CST

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

Finding(s)

1. WINDOW,CABIN - SEPARATION

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5030      1/22/82      LOUISVILLE,KY      A/C Reg. No. N18FE      Time (Lcl) - 0855 EST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	NONE		Fatal	Injuries		
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire		0	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	2
Incident Occurred During	-CRUISE		Pass	0	0	0	0

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

Make/Model	- DASSAULT/SUD FALCON 20	Eng Make/Model	- GENERAL ELECT CF700-2D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 27337	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 3	Rated Power	- 4120 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MEMPHIS,TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOUISVILLE,KY	STANDIFORD FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 20000 FT OVERCAST	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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CRUISE DESCENT FROM FL 330 IN CLEAR AIR (RAT-22 DEG C) A DOUBLE ENGINE FLAMEOUT OCCURRED. PWR HAD BEEN ADJUSTED TO 86 PCT WITH ENGINE ANTI-ICE ON PRIOR TO THE DESCENT. WHEN THE THROTTLES WERE ADVANCED AT FL 220, THERE WAS NO ENGINE RESPONSE. SUCCESSFUL RELIGHTS WERE ACCOMPLISHED WITH BOTH ENGINES ON SUBSEQUENT TEST FLIGHTS, N18FE EXPERIENCED REPEATED ENGINE ROLLBACKS AT AND ABOVE FL 290 WHEN THROTTLES WERE RETARDED TO THE FLIGHT IDLE STOP. ENGINE ROLLBACKS DID NOT OCCUR WHEN FLIGHT MANUAL IDLE RESTRICTIONS INTENDED FOR SPEEDS BELOW 200 KTS WERE OBSERVED AT SPEEDS ABOVE 200 KTS.

Brief of Incident (Continued)

File No. - 5030

1/22/82

LOUISVILLE, KY

A/C Reg. No. N18FE

Time (Lc1) - 0855 EST

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Occurrence            LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation    DESCENT - NORMAL

Finding(s)

1. FLIGHT MANUALS - INADEQUATE - COMPANY/OPERATOR MGMT ✓
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5035      5/28/82      LAKE CHARLES, LA      A/C Reg. No. N222SA      Time (Lcl) - 1515 CDT

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

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		MINOR						
Type of Operation	-EXECUTIVE	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	IN FLIGHT	Pass	0	Serious	Minor	None	
Incident Occurred During	-CRUISE			0	0	0	1	6

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

Make/Model	- PIPER PA-31P-135	Eng Make/Model	- P & W PT-6-135	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- TURBOPROP	Weather Radar	- UNK/NR
No. of Seats	- 8	Rated Power	- 680 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	LAFAYETTE, LA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	HOUSTON, TX		Runway Ident	- UNK/NR
Wind Dir/Speed	- 280/025 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 20.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- RADAR ADVISORIES	Runway Status	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- VISUAL FULL CIRCUIT		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3056	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since -	Make/Model - 36	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 237	Last 90 Days - 35
		Multi-Eng - 2676	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT FL200 IN VMC CONDITIONS, THE PILOT SMELLED AND THEN OBSERVED SMOKE COMING FROM THE WINDSHIELD DEFROSTERS AND UNDER THE INSTRUMENT PANEL. HE ADVISED HOUSTON CENTER OF HIS SITUATION, THEN TURNED OFF ALL ELECTRICAL EQUIPMENT AND MADE AN UNEVENTFUL DESCENT AND LANDING AT LAKE CHARLES, LA. INVESTIGATION REVEALED THAT ONE OF THE THREE RESISTORS IN THE CIGAR LIGHTER RESISTOR ASSEMBLY HAD OVERHEATED AND BURNED THROUGH THE PHENOLIC BACKING ON WHICH IT WAS MOUNTED. AFTER BURNING THE BACKING, THE HEAT BURNED ABOUT 2 FEET OF BLACK RUBBER VACUUM TUBING. RESEARCH REVEALED THAT PIPER HAD ISSUED SERVICE BULLETIN (SB) #654 ON THIS PART. THE SB CALLED FOR THE REMOVAL OF THESE ASSEMBLIES FROM ALL PA-31, 31-325 AND 31-350 AIRCRAFT AFTER A SIMILAR INCIDENT IN JUNE OF 1980. THE SERVICE BULLETIN AND SUBSEQUENT AD 79/20/07 DID NOT ADDRESS THE SAME RESISTORS INSTALLED IN PA-31P AIRCRAFT.

Brief of Incident (Continued)

File No. - 5035

5/28/82

LAKE CHARLES, LA

A/C Reg. No. N222SA

Time (Lc1) - 1515 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - OVERTEMPERATURE
2. ELECTRICAL SYSTEM - NOT CORRECTED - MANUFACTURER
3.     PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5047

9/30/82

INTRACOASTAL CITY, LA

A/C Reg. No. N2091E

Time (Lcl) - 0745 CDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage									
	ON-DEMAND AIR TAXI	MINOR									
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	18			
Incident Occurred During	-CRUISE										

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

Make/Model	- BELL 214ST	Eng Make/Model	- G E CT-7-2A	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 16500	Engine Type	- TURBOSHAFT	Weather Radar	- UNK/NR
No. of Seats	- 20	Rated Power	- 1625 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	EUGENE ISLAND, GM	
Completeness	- N/A	Destination	
Basic Weather	- VMC	INTRACOASTAL CITY, LA	
Wind Dir/Speed	- 060/007 KTS	Airport Data	
Visibility	- 7.0 SM	PHI ICY HELIPORT	
Cloud Conditions(1st)	- NONE	Runway Ident	- UNK/NR
Cloud Conditions(2nd)	- NONE	Runway Lth/Wid	- UNK/NR
Obstructions to Vision	- NONE	Runway Surface	- CONCRETE
Precipitation	- NONE	Runway Status	- DRY
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	Last 24 Hrs	- UNK/NR
	Months Since	- UNK/NR	Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
	Aircraft Type	- UNK/NR	Instrument	- UNK/NR	Last 90 Days	- UNK/NR
			Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING CRUISE FLIGHT, THE CREW HEARD A LOUD "BANG" AND FELT A VIBRATION IN THE AIRCRAFT. THE FLIGHT WAS CONTINUED TO ITS DESTINATION WHICH WAS ABOUT 20 MILES AWAY AND TERMINATED WITHOUT FURTHER INCIDENT. INVESTIGATION REVEALED THAT THE LEFT UPPER LONGERON FITTING HAD FAILED. NO DETERMINATION WAS MADE AS TO MODE OF FAILURE.

Brief of Incident (Continued)

File No. - 5047

9/30/82

INTRACOASTAL CITY, LA

A/C Reg. No. N2091E

Time (Lcl) - 0745 CDT

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

Finding(s)

1. FUSELAGE, LONGERON - FAILURE, TOTAL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5101      12/02/82      INTERCOASTAL CITY,LA      A/C Reg. No. N2258F      Time (Lcl) - 1300 CST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	NONE					
Type of Operation	-NON SCHED,DOMESTIC,FERRY	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	UNK/NR	Pass	0	0	0	2
Incident Occurred During	-CRUISE			0	0	0	0

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

Make/Model	- BELL 412	Eng Make/Model	- P&W PT6T-3B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 11600	Engine Type	- TURBO shaft	Weather Radar	- NO
No. of Seats	- 12	Rated Power	- 1350 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	Destination			
Completeness	- N/A	INTERCOASTAL CITY,LA		Airport Data	
Basic Weather	- VMC			Runway Ident	- N/A
Wind Dir/Speed	- 090/015 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Cloud Conditions(1st)	- 700 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 - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 6820	Last 24 Hrs - 2
	Months Since -	Make/Model- 967	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 186	Last 90 Days- 12
			Rotorcraft - 6807

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE IN CRUISE FLIGHT, THE PILOTS HEARD A LOUD POP AND FELT A SEVERE CYCLIC CONTROL VIBRATION. AN IMMEDIATE PRECAUTIONARY LANDING WAS MADE. AN EXAMINATION REVEALED THAT THERE WAS A FATIGUE CRACK IN THE TRAILING EDGE OF THE BLUE, MAIN ROTOR YOKE FLEXURE, PN 412-010-101-113. THE HELICOPTER AND THE FIXTURE HAD ACCUMULATED 1071 HRS OF FLIGHT TIME. THE LIFE LIMIT OF THE FAILED COMPONENT WAS 5000 HRS.



Brief of Incident (Continued)

File No. - 5101

12/02/82

INTERCOASTAL CITY, LA

A/C Reg. No. N2258F

Time (Lcl) - 1300 CST

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR HUB YOKE (SPINDLE) - FATIGUE
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5057      8/29/82      BELTSVILLE, MD      A/C Reg. No. N8245N      Time (Lcl) - 1645 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	COLLEGE PARK, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BELTSVILLE AG CENTER
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 606
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 437
		Instrument- 83
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Multi-Eng - 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRACTICE FLIGHT IN PREPARATION FOR A BFR, THE PILOT WAS PRACTICING VFR GO AROUNDS AT A CLOSED AIRPORT. ON THE SECOND CIRCUIT WHILE ON DOWNWIND, THE ENGINE FAILED WHILE AT IDLE. THE PILOTS ATTEMPTS TO RESTART THE AIRCRAFT WERE UNSUCCESSFUL AND HE ELECTED TO EXECUTE AN EMERGENCY LANDING IN A CORN FIELD. DAMAGE WAS LIMITED TO THE NOSE GEAR, RIGHT MAIN GEAR AND RIGHT WING TIP AND THERE WERE NO INJURIES. THE REASON FOR THE POWER LOSS WAS NOT DETERMINED.

Brief of Incident (Continued)

File No. - 5057

8/29/82

BELTSVILLE, MD

A/C Reg. No. N8245N

Time (Lc1) - 1645 EDT

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

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - CROP  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5040      10/25/82      AUGUSTA, ME      A/C Reg. No. N25973      Time (Lcl) - 1515 EDT

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 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	AUGUSTA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4199/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1104
SE LAND,SE SEA	Months Since -	Make/Model- 43
	Aircraft Type - UNK/NR	Instrument- 83
		Multi-Eng - 25
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 301

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT AND FLIGHT INSTRUCTOR (CFI) OF CESSNA 172, N5742T, STARTED TO TAXI WHILE THE STUDENT AND CFI OF PIPER JC3-65, N25973, WERE LANDING. THE CESSNA AIRCREW SAW THE PIPER LAND AND TURN OFF ONTO THE SAME TAXIWAY THAT THEY WERE ON, BUT FROM THE OPPOSITE DIRECTION. THEY STOPPED THE CESSNA ON THE EDGE OF THE TAXIWAY WITH THE RIGHT WHEEL JUST ON THE PAVEMENT TO MAKE ROOM FOR THE OTHER PLANE TO PASS. THE PIPER (WITH NO RADIO) WAS S-TURNING SO AS TO SEE AHEAD. THE CFI OF THE PIPER STATED THAT HE HAD UNBUCKLED AND PULLED HIMSELF UP TWICE TO LOOK OVER THE TOP OF THE DASHBOARD, BUT SAW NOTHING AHEAD. THE CFI OF THE CESSNA STATED THAT WHEN THE PIPER WAS ABOUT 200 FT AWAY, IT TURNED AS THOUGH TO PASS, BUT WHEN IT WAS ABOUT 50 FT AWAY, IT CHANGED DIRECTIONS AND RAN INTO HIS AIRCRAFT. HE STATED THAT THE CESSNA WAS STOPPED WITH THE BRAKES ON FOR ABOUT 20 SEC BEFORE THE COLLISION. BOTH AIRCRAFT RECEIVED ONLY MINOR DAMAGE.

Brief of Incident (Continued)

File No. - 5040

10/25/82

AUGUSTA, ME

A/C Reg. No. N25973

Time (Lcl) - 1515 EDT

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

Finding(s)

1. RADIO COMMUNICATIONS - NOT POSSIBLE -
  2. OBJECT - AIRCRAFT PARKED
  3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  5. MANEUVER - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5040      10/25/82      AUGUSTA, ME      A/C Reg. No. N5742T      Time (Lcl) - 1515 EDT

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

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

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

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</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</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;">AUGUSTA</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND</p> <p style="margin-top: 20px;">Instrument Rating(s) - AIRPLANE</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 579</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 36</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 96</td> <td>Last 90 Days- 27</td> </tr> <tr> <td>Multi-Eng - 208</td> <td></td> </tr> </table>	Total - 579	Last 24 Hrs - 0	Make/Model- 36	Last 30 Days- UNK/NR	Instrument- 96	Last 90 Days- 27	Multi-Eng - 208	
Total - 579	Last 24 Hrs - 0									
Make/Model- 36	Last 30 Days- UNK/NR									
Instrument- 96	Last 90 Days- 27									
Multi-Eng - 208										

-----Narrative-----

THE STUDENT AND FLIGHT INSTRUCTOR (CFI) OF CESSNA 172, N5742T, STARTED TO TAXI WHILE THE STUDENT AND CFI OF PIPER JC3-65, N25973, WERE LANDING. THE CESSNA AIRCREW SAW THE PIPER LAND AND TURN OFF ONTO THE SAME TAXIWAY THAT THEY WERE ON, BUT FROM THE OPPOSITE DIRECTION. THEY STOPPED THE CESSNA ON THE EDGE OF THE TAXIWAY WITH THE RIGHT WHEEL JUST ON THE PAVEMENT TO MAKE ROOM FOR THE OTHER PLANE TO PASS. THE PIPER (WITH NO RADIO) WAS S-TURNING SO AS TO SEE AHEAD. THE CFI OF THE PIPER STATED THAT HE HAD UNBUCKLED AND PULLED HIMSELF UP TWICE TO LOOK OVER THE TOP OF THE DASHBOARD, BUT SAW NOTHING AHEAD. THE CFI OF THE CESSNA STATED THAT WHEN THE PIPER WAS ABOUT 200 FT AWAY, IT TURNED AS THOUGH TO PASS, BUT WHEN IT WAS ABOUT 50 FT AWAY, IT CHANGED DIRECTIONS AND RAN INTO HIS AIRCRAFT. HE STATED THAT THE CESSNA WAS STOPPED WITH THE BRAKES ON FOR ABOUT 20 SEC BEFORE THE COLLISION. BOTH AIRCRAFT RECEIVED ONLY MINOR DAMAGE.

Brief of Incident (Continued)

File No. - 5040

10/25/82

AUGUSTA, ME

A/C Reg. No. N5742T

Time (Lc1) - 1515 EDT

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. MANEUVER - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

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

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

### Brief of Incident

Time (Lc1) - 1807 CST

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

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

## Runway Status - DRY

## Multi-Eng - 5230

Instrument Rating(s) - AIRPLANE

## PAGE 178



Brief of Incident (Continued)

File No. - 5032

3/25/82

KALAMAZO,MI

A/C Reg. No. N2OHR

Time (Lcl) - 1807 CST

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FATIGUE
  2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2      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 incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5066      4/02/82      DETROIT, MI      A/C Reg. No. N23BX      Time (Lcl) - 0800 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-EXECUTIVE	MINOR		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew 0	0	0	2
Incident Occurred During	-TAXI	NONE		Pass 0	0	0	6

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

Make/Model	- ROCKWELL SABRELINER 65	Eng Make/Model	- AIRESEARCH TFE731	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 24000	Engine Type	- TURBOFAN	Weather Radar	- UNK/NR
No. of Seats	- 12	Rated Power	- 3700 LBS THRUST		

-----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- 110/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">BALTIMORE, MD</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - UNK/NR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">DETROIT METRO</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;">ATP</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 -</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 8800</p> <p style="padding-left: 20px;">Make/Model- 1200</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 140</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT ENGINE WAS STARTED AS THE PASSENGERS COMPLETED BOARDING. AFTER THE COPILOT SECURED THE CABIN DOOR AND TOOK HIS SEAT, THE PILOT RELEASED THE PARKING BRAKE AND CONTROL LOCK AND APPLIED POWER TO TAXI. WHEN A TURN WAS COMMANDED THE NOSEWHEEL STEERING DID NOT RESPOND AND THE PILOT APPLIED NORMAL AND EMERGENCY BRAKING WITHOUT EFFECT ON THE AIRCRAFTS MOVEMENT. THE PILOT THEN ORDERED THE RIGHT ENGINE SHUT DOWN. THE AIRCRAFT CONTINUED TO ROLL ACROSS THE RAMP UNTIL IT COLLIDED WITH A PARKED AIRCRAFT. THE OPERATOR HAD EXPERIENCED SIMILAR FAILURES DURING THE 6 MONTHS PRIOR TO THIS INCIDENT. HOWEVER, ALL EFFORTS TO DUPLICATE AND ISOLATE THE PROBLEMS HAD BEEN UNSUCCESSFUL. DURING POST INCIDENT REPAIRS, NUMEROUS LANDING GEAR SYSTEM COMPONENTS WERE REPLACED AND THE PROBLEM HAS NOT SURFACED AGAIN. NO REASON FOR THE ORIGINAL FAILURES WAS DETERMINED.

Brief of Incident (Continued)

File No. - 5066

4/02/82

DETROIT, MI

A/C Reg. No. N23BX

Time (Lcl) - 0800 EST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
  2. LANDING GEAR, EMERGENCY BRAKE SYSTEM - FAILURE, TOTAL
  3. LANDING GEAR, NOSEWHEEL STEERING - FAILURE, TOTAL
  4.     UNDETERMINED
- 

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5078      9/23/82      PONTIAC, MI      A/C Reg. No. N4745B      Time (Lcl) - 1724 EDT

-----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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Incident Occurred During -TAKEOFF		Other 0	0	0	1

-----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	OAKLAND-PONTIAC
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3250/ 75
Cloud Conditions(1st) - 4500 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A LOCAL FLIGHT IN CESSNA 152, N4745B, PRACTICING LANDINGS DURING A PERIOD OF PEAK TRAFFIC. WHILE THE PILOT WAS IN THE TRAFFIC TO LAND ON RUNWAY 27R, ANOTHER CESSNA 152, N24236, WAS CLEARED ONTO THE LEFT RUNWAY (27L). AT 1722:05, N24236 WAS CLEAR FOR TAKEOFF AND WAS INSTRUCTED TO FLY RIGHT TRAFFIC FOR RUNWAY 27R. AT 1722:11, N4745B WAS CLEARED FOR A TOUCH-AND-GO ON RIGHT RUNWAY. AFTER TAKEOFF, N24236 STARTED A RIGHT TURN. AT 1723:34, LOCAL CONTROL ISSUED AN ADVISORY FOR N24236 TO TURN WESTBOUND (RUNWAY HEADING), THEN PROVIDED A WARNING OF THE OTHER CESSNA IN ITS VICINITY. AT ABOUT THAT TIME, THE PILOT OF N4745B SAW THE LANDING GEAR ABOUT 1 TO 2 FT ABOVE THE RIGHT WING. HE TOOK EVASIVE ACTION, BUT NOT IN TIME. THE PROPELLER OF N4745B STRUCK THE RIGHT MAIN TIRE OF N24236. BOTH AIRCRAFT LANDED SAFELY WITH ONLY MINOR DAMAGE.

Brief of Incident (Continued)

File No. - 5078

9/23/82

PONTIAC, MI

A/C Reg. No. N4745B

Time (Lcl) - 1724 EDT

---

Occurrence            MIDAIR COLLISION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
  2. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
  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 incident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5078

9/23/82

PONTIAC, MI

A/C Reg. No. N24236

Time (Lcl) - 1724 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL - DUAL

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Incident Occurred During -TAKEOFF

NONE

Pass

0

0

0

0

Other

0

0

0

2

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4500 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OAKLAND - PONTIAC

Runway Ident - 27L

Runway Lth/Wid - 6200/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2715

Last 24 Hrs - 4

Make/Model- 260

Last 30 Days- UNK/NR

Instrument- 42

Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INSTRUCTOR PILOT (IP) AND STUDENT WERE ON A DUAL INSTRUCTIONAL FLIGHT IN CESSNA 152, N24236. AT 1722:05, N24236 WAS CLEARED FOR TAKEOFF ON RUNWAY 27L AND WAS INSTRUCTED TO FLY RIGHT TRAFFIC FOR RUNWAY 27R. AT 1722:11, ANOTHER CESSNA 152, N4745B, WAS CLEARED FOR A TOUCH-AND-GO ON RUNWAY 27R. THE IP (OF N24236) STATED THAT AFTER REACHING AN APPROPRIATE ALTITUDE AND DISTANCE FROM THE DEPARTURE END OF RUNWAY 27L, A RIGHT TURN WAS MADE, NORTHBOUND. AT 1723:34, LOCAL CONTROL ISSUED AN ADVISORY FOR N24236 TO FLY WESTBOUND (RUNWAY HEADING), THEN PROVIDE A WARNING OF THE OTHER CESSNA IN THEIR VICINITY. AT ABOUT THAT TIME, THE STUDENT SAW N4745B CONVERGING FROM BELOW AND THE IP TOOK EVASIVE ACTION. HOWEVER, THE PROPELLER ON N4745B STRUCK THE RIGHT MAIN TIRE ON N24236. BOTH AIRCRAFT LANDED SAFELY WITH ONLY MINOR DAMAGE. THE INCIDENT OCCURRED DURING A PERIOD OF PEAK TRAFFIC.

Brief of Incident (Continued)

File No. - 5078

9/23/82

PONTIAC, MI

A/C Reg. No. N24236

Time (Lc1) - 1724 EDT

---

Occurrence MIDAIR COLLISION

Phase of Operation TAKEOFF

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - IMPROPER - ATC PSNL(LCL/GND/CLNC)
  2. FLIGHT ADVISORIES - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
  4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5085      12/18/82      PELLSTON,MI      A/C Reg. No. N9344      Time (Lcl) - 2102 EST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
DOMESTIC/FLAG	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Incident Occurred During -LANDING					5
					46

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

Make/Model - DOUGLAS DC9-30	Eng Make/Model - P & W JT8D-7	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 109000	Engine Type - TURBOFAN	Weather Radar - UNK/NR
No. of Seats - 105	Rated Power - 14000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TRAVERSE CITY,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PELLSTON,MI	EMMET COUNTY AIRPORT
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6512/ 150
Cloud Conditions(1st) - 500 FT OBSCURED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - ICE
Obstructions to Vision- FOG		SLUSH
Precipitation - DRIZZLE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 23530
ME LAND	Months Since -	Make/Model- 9480
	Aircraft Type - DC-9	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 201
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE DEPARTING TRAVERSE CITY THE CAPTAIN WAS INFORMED THAT EMMET CITY ARPT WAS SANDED AT ABOUT 1736 AND THAT ICY RUNWAY CONDITIONS WERE TURNING TO SLUSH. HE WAS ALSO TOLD THAT RWY 32 WOULD BE SANDED AGAIN PRIOR TO HIS ARRIVAL. THIS WAS ACCOMPLISHED, WITH A JAMES BRAKE DECELEROMETER READING OF POOR DETERMINED. A BEECH BARON LANDED AT ABOUT 2055 AND ENCOUNTERED LITTLE BRAKING DIFFICULTIES, ALTHOUGH THE PILOT STATED THAT HE USED BRAKES SPARINGLY. FLIGHT 375 TOUCHED DOWN ABOUT 1000 FT FROM THE APPCH END BUT THE AIRCRAFT COULD NOT BE STOPPED WITHIN THE CONFINES OF THE RUNWAY DESPITE USE OF MAXIMUM BRAKING AND REVERSE. IT CAME TO REST ON SOLID, FROZEN GROUND ABOUT 80 FT BEYOND THE DEPARTURE END OF THE RUNWAY. PELLSTON HAD BEEN EXPERIENCING LIGHT DRIZZLE AND SNOW FOR THE PAST 12 HOURS WITH TEMPERATURES RISING FROM 30 TO 34 DEGREES.



Brief of Incident (Continued)

File No. - 5085

12/18/82

PELLSTON,MI

A/C Reg. No. N9344

Time (Lc1) - 2102 EST

-----  
Occurrence            OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
2. RUNWAY MAINTENANCE - PERFORMED - AIRPORT PERSONNEL
3. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - DETERIORATED
4. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - ICE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5020      4/20/82      ST. LOUIS, MO      A/C Reg. No. N2N      Time (Lcl) - 1700 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-EXECUTIVE	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91D	Fire	Crew 0	0	0	2
Incident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

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

Make/Model	- ROCKWELL NA-265-65	Eng Make/Model	- AIRESEARCH TFE731-3R-1D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 24000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 9	Rated Power	- 3700 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GRAND ISLAND, NE	
Completeness	Destination	Airport Data
Basic Weather	NASHVILLE, TN	LAMBERT-ST. LOUIS INTL
Wind Dir/Speed	ATC/Airspace	Runway Ident
300/010 KTS	Type of Flight Plan	- N/A
Visibility	- IFR	Runway Lth/Wid
- 10.0 SM	Type of Clearance	- N/A
Cloud Conditions(1st)	- UNK/NR	Runway Surface
- 6000 FT SCATTERED	Type Apch/Lndg	- N/A
Cloud Conditions(2nd)	- ILS - COMPLETE	
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 5871
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 950
		Last 30 Days - UNK/NR
		Instrument - 660
		Last 90 Days - 83
		Multi-Eng - 2544

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE FROM GRAND ISLAND, NE TO NASHVILLE, TN, THE PILOT NOTICED THAT THE AIRCRAFT WOULD NOT TRIM NOSE DOWN, BUT THAT IT WOULD TRIM NOSE UP NORMALLY. THE PILOT REDUCED SPEED AND ALTITUDE AND DIVERTED TO ST. LOUIS, MO IN ORDER TO HAVE THE PROBLEM REPAIRED. ON SHORT FINAL TO RUNWAY 30R, THE AIRCRAFT PITCHED DOWN VIOLENTLY. THE PILOT STATED THAT BOTH PILOTS WERE REQUIRED ON THE ELEVATOR TO EFFECT RECOVERY FROM THE PITCHOVER. ONCE RECOVERED, THE APPROACH WAS CONTINUED TO A NORMAL LANDING. INVESTIGATION REVEALED THAT ONE OF 4 ELECTRICAL TRAVEL LIMIT SWITCHES HAD A LOOSE CONNECTION WHICH WOULD ALLOW THE ACTUATOR TO DRIVE TO THE MECHANICAL STOP. AFTER NUMEROUS CYCLES, THE ACTUATOR SLEEVE/DUST COVER WOULD CRACK ALLOWING THE ROD ENDS TO DISCENGAGE FROM THE ACTUATOR. IT WAS ALSO DETERMINED THAT WITH THE MECHANICAL FLEXIBLE SHAFT INTERCONNECT BETWEEN THE TWO ACTUATORS A FAILURE OF ONE ELECTRICAL LIMIT SWITCH WOULD PERMIT BOTH ACTUATORS TO BE DRIVEN TO THEIR MECHANICAL LIMITS.

Brief of Incident (Continued)

File No. - 5020

4/20/82

ST. LOUIS,MO

A/C Reg. No. N2N

Time (Lc1) - 1700 CST

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Occurrence           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation   APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC SWITCH - LOOSE
2. FLT CONTROL SYST,STABILATOR TRIM - DISCONNECTED

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5016      5/01/82      AVA,MO      A/C Reg. No. N9783R      Time (Lcl) - 2125 CDT

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

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

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

Make/Model - BEECH M35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PRYOR,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AVA,MO	BILL MARTIN MEMORIAL
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 50
Cloud Conditions(1st) - 4000 FT UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2037
SE LAND	Months Since -	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 9
		Instrument- 42
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT CROSS-COUNTRY FROM PRYOR, OK TO AVA, MO, THE AIRCRAFT EXPERIENCED A TOTAL ELECTRICAL FAILURE AS A RESULT OF A LOOSE ALTERNATOR BELT AND A DEPLETED BATTERY. ON ARRIVAL AT HIS DESTINATION, THE PILOT SELECTED GEAR DOWN WITH THE NORMAL EXTENSION HANDLE AND IMMEDIATELY LOST WHAT REMAINED OF HIS ELECTRICAL POWER. HE THEN EXTENDED THE GEAR USING THE EMERGENCY EXTENSION CRANK. ON TOUCHDOWN THE NOSE GEAR COLLAPSED AND FOLDED BACK INTO THE WHEEL WELL. EXAMINATION OF THE LANDING GEAR SYSTEM BY AN A&P MECHANIC REVEALED NO ABNORMALITIES IN EITHER THE NORMAL OR EMERGENCY EXTENSION SYSTEMS. HOWEVER, THE MECHANIC FOUND THAT THE ALTERNATOR BELT WAS LOOSE AND THE BATTERY WAS DEPLETED.

Brief of Incident (Continued)

File No. - 5016

5/01/82

AVA,MO

A/C Reg. No. N9783R

Time (Lcl) - 2125 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - LOOSE
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
  4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

5. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED
  6. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
  7. IMPROPER USE OF PROCEDURE,IMPROPER TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5022      5/04/82      CHESTERFIELD, MO      A/C Reg. No. N2048Z      Time (Lcl) - 1730 CDT

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

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

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

Make/Model - BEECH F33A	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6008/ 150
Cloud Conditions(1st) - 6000 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 18000 FT SCATTERED	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - UNK/NR
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)
COMMERCIAL	Current - YES	Total - 2897
SE LAND, ME LAND	Months Since -	Make/Model- 986
	Aircraft Type - UNK/NR	Instrument- 399
		Multi-Eng - 65
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 106

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE AIRCRAFT WAS RETURNING FOR LANDING, THE PILOT SELECTED GEAR DOWN AND STATED THAT HE FELT IT EXTEND BUT COULD NOT RECALL SEEING THE GREEN GEAR DOWN LIGHTS BECAUSE HE WAS SCANNING FOR TRAFFIC. SHORTLY AFTERWARDS HE EXPERIENCED A RAPID ELECTRICAL POWER DECAY. THE PILOT SATISFIED HIMSELF THAT THE GEAR WAS LOCKED DOWN BY USING THE EMERGENCY GEAR EXTENSION SYSTEM. AFTER RECEIVING A GREEN LIGHT FROM THE TOWER, THE PILOT LANDED ON THE MAIN GEAR AND EASED THE NOSE WHEEL ONTO THE RUNWAY. AS THE NOSE WHEEL TOUCHED THE RUNWAY THE NOSE GEAR COLLAPSED AND THE PROP AND NOSE OF THE AIRPLANE STRUCK THE RUNWAY. SUBSEQUENT INSPECTION REVEALED THAT ONE DIODE IN THE ALTERNATOR AND THE STORAGE BATTERY WERE INOPERATIVE, AND THE VOLTAGE REGULATOR WAS NOT OPERATING PROPERLY. THE NOSE GEAR EXTENSION BRACE WAS FOUND BENT ENOUGH TO PREVENT THE NOSE GEAR FROM EXTENDING COMPLETELY.

Brief of Incident (Continued)

File No. - 5022

5/04/82

CHESTERFIELD,MO

A/C Reg. No. N2048Z

Time (Lcl) - 1730 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
  2. ELECTRICAL SYSTEM,VOLTAGE REGULATOR - ERRATIC
  3. WARNING SYSTEM(OTHER) - INOPERATIVE
  4. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
  5. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BENT
  6. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - MOVEMENT RESTRICTED
  7. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5021      5/13/82      ST. LOUIS,MO      A/C Reg. No. N2233Q      Time (Lcl) - 1511 CDT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
COMMUTER	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	7
Incident Occurred During -TAXI					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	KAISER,MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ST LOUIS,MO	LAMBERT-ST. LOUIS INTL
Wind Dir/Speed- 150/016 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 11.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 9000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - UNK/NR
Cloud Conditions(2nd) - 18000 FT SCATTERED	Type Apch/Lndg - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2130
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 380
		Instrument- 245
		Multi-Eng - 744
		Last 30 Days- UNK/NR
		Last 90 Days- 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING IN CLOSE TO DEPLANE HIS PASSENGERS, THE COMMUTER PILOT PULLED IN BEHIND A PARKED NORTHWEST ORIENT 727. AS HE APPROACHED THE REAR OF THE 727, THE PILOT TURNED THE CESSNA 402B TO THE RIGHT SO THAT THE PASSENGER DOOR WOULD BE FACING THE GATE. AS THE AIRCRAFT SWUNG THRU THIS TURN ARC, THE HORIZONTAL STABILIZER AND RUDDER CAME INTO CONTACT WITH THE BOEING'S #2 ENGINE EXHAUST NOZZLE. THE BOEING WAS NOT DAMAGED AND THERE WERE NO INJURIES. GROUND GUIDES WERE NOT BEING USED.



Brief of Incident (Continued)

File No. - 5021

5/13/82

ST. LOUIS,MO

A/C Reg. No. N2233Q

Time (Lcl) - 1511 CDT

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2.        IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5095      7/20/82      FENTON, MO      A/C Reg. No. N3606B      Time (Lcl) - 2200 CDT

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

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

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

Make/Model - BEECH E18S	Eng Make/Model - P&W R-985-AN14B	ELT Installed/Activated - YES/NO
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 - 2	Rated Power - 450 HP	

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

<b>Weather Data</b> Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM Cloud Conditions(1st) - 5000 FT UNK/NR Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	<b>Itinerary</b> Last Departure Point DETROIT, MI Destination FENTON, MO  <b>ATC/Airspace</b> Type of Flight Plan - IFR Type of Clearance - NONE Type Apch/Lndg - VISUAL STRAIGHT-IN	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> WEISS Runway Ident - 18 Runway Lth/Wid - 3040/ 40 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND	Age - 29 Biennial Flight Review Current - YES Months Since - Aircraft Type - B-18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1940 Make/Model- 340 Instrument- 160 Multi-Eng - 380 Last 24 Hrs - 3 Last 30 Days- UNK/NR Last 90 Days- 200
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LANDING GEAR WAS REPORTEDLY DOWN AND LOCKED PRIOR TO TOUCHDOWN. A WITNESS SAID THE GEAR WAS DOWN PRIOR TO TOUCHDOWN BUT COLLAPSED IMMEDIATELY AFTER TOUCHDOWN. BROKEN WIRES ON THE LANDING GEAR SQUAT SWITCH HAD DISABLED THE LDG GEAR RETRACTION SYSTEM. A SMALL POSTCRASH ENGINE FIRE WAS EXTINGUISHED BY FIRE DEPT PERSONNEL.

Brief of Incident (Continued)

File No. - 5095

7/20/82

FENTON,MO

A/C Reg. No. N3606B

Time (Lc1) - 2200 CDT

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - PREVIOUS DAMAGE
  2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
  3. ELECTRICAL SYSTEM,ELECTRIC WIRING - LOOSE
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5088      8/05/82      ST. JOSEPH, MO      A/C Reg. No. N312MA      Time (Lc1) - 1545 CDT

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

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

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

Make/Model - MITSUBISHI MU-2B-25	Eng Make/Model - GARRETT TPE-331-6-251	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9930	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 10	Rated Power - 724 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. JOSEPH, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PAWHUSKA, OK	ROSECRANS MEMORIAL
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8059/ 150
Cloud Conditions(1st) - 4000 FT SCATTERED	Type of Clearance - IFR	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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 13553
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2198
		Last 30 Days- UNK/NR
		Instrument- 734
		Last 90 Days- 106
		Multi-Eng - 6227

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE PILOT WAS CLEARED TO CLIMB TO 6000 FT MSL. WHILE CLIMBING THROUGH ABOUT 5000 FT, HE HEARD A LOUD NOISE (BAM) AS THE LEFT ENGINE LOST POWER. THE LEFT ENGINE WAS SHUT DOWN AND FEATHERED AND A LANDING WAS MADE WITH NO OTHER PROBLEMS. AN INVESTIGATION REVEALED THAT THE THIRD STAGE TURBINE WHEEL HAD FAILED FROM FATIGUE. PORTIONS OF THE WHEEL, PROPELLED BY CENTRIFUGAL FORCE, EXITED THE RIGHT SIDE OF THE ENGINE CASE AND PENETRATED THE LEFT SIDE OF THE CABIN, RESULTING IN MINOR DAMAGE. THE FAILURE CREATED AN UNBALANCED CONDITION IN THE TURBINE SECTION WHICH ALLOWED AN ASYMMETERICAL LOAD TO BE APPLIED TO THE REAR MAIN BEARING SUPPORT. SUBSEQUENTLY, THE BEARING SUPPORT FAILED, SEPARATED AND IMPACTED THE LEADING EDGE OF THE LEFT HORIZONTAL STABILIZER.

Brief of Incident (Continued)

File No. - 5088

8/05/82

ST. JOSEPH,MO

A/C Reg. No. N312MA

Time (Lc1) - 1545 CDT

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

Finding(s)

1. TURBINE ASSEMBLY,TURBINE WHEEL - DISINTEGRATED
  2. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL
  3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - OTHER MAINTENANCE PSNL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5064      9/07/82      ST. LOUIS, MO      A/C Reg. No. N6868D      Time (Lcl) - 1415 CDT

-----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	IN FLIGHT	Pass 0	0	0	2
Incident Occurred During -CRUISE					

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

Make/Model - CESSNA 421C	Eng Make/Model - CONTINENTAL GTS10-520-N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	KALAMAZOO, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WICHITA, KS	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since -	Make/Model- 650
	Aircraft Type - C-421	Instrument- UNK/NR
		Multi-Eng - 1000
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT REPORTED, THE FLIGHT ENCOUNTERED ICING CONDITIONS NEAR ST. LOUIS AND THE PROPELLER DE-ICE SYSTEM WAS ACTIVATED. WHEN DE-ICE SYSTEM WAS TURNED ON, FLAMES SHOT OUT FROM THE LOWER RIGHT CORNER OF THE PILOT'S INSTUMENT PANEL WHERE THE DE-ICE AMMETER IS LOCATED. THE PILOT TURNED OFF THE PROPELLER DE-ICE SWITCH AND THE FLAMES STOPPED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. EXAMINATION OF THE PROPELLER DE-ICE AMMETER REVEALED THAT IT WAS SHORTED TO THE INSTUMENT PANEL. THE AMMETER HAD BEEN MOVED TO THIS LOCATION ON THE INSTRUMENT PANEL PRIOR TO THE FLIGHT.

Brief of Incident (Continued)

File No. - 5064

9/07/82

ST. LOUIS,MO

A/C Reg. No. N6868D

Time (Lcl) - 1415 CDT

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Occurrence            FIRE  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, PROPELLER - SHORTED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5083      12/13/82      CHESTERFIELD, MO      A/C Reg. No. N6338T      Time (Lcl) - 1222 CST

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

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

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

Make/Model	- BEECH B200	Eng Make/Model	- P & W PT6A42	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 15	Rated Power	- 850 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	CHICAGO, IL	SPIRIT OF ST. LOUIS		
Wind Dir/Speed	- 190/013 KTS		Runway Ident	- 25	
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 6008/ 150	
Cloud Conditions(1st)	- NONE	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- VISUAL FULL CIRCUIT		
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)	
ATP,CFI	Current - YES	Total - 5900	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since -	Make/Model- 600	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 690	Last 90 Days- 150
		Multi-Eng - 4100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVAL OVER CHICAGO, IL, THE CREW DISCOVERED THAT THE LANDING GEAR WOULD NOT EXTEND. AFTER NUMEROUS UNSUCCESSFUL ATTEMPTS TO LOWER THE GEAR, THE CREW ELECTED TO RETURN TO THEIR HOME BASE AIRPORT AND MAKE A GEAR UP LANDING. THE LANDING WAS SUCCESSFUL AND THERE WERE NO INJURIES. INVESTIGATION REVEALED THAT A LOCKING NUT HAD BACKED OFF A TAPERED PIN AT THE INBOARD UNIVERSAL JOINT IN THE LEFT MAIN GEAR EXTENSION/RETRACTION TORQUE TUBE. THIS ALLOWED THE TAPERED PIN TO BACK OUT, DISCONNECTING THE TORQUE TUBE FROM THE GEAR DRIVE MOTOR. NO EVIDENCE OF FACTORY TORQUE STRIPPING WAS FOUND ON THE NUT.



Brief of Incident (Continued)

File No. - 5083

12/13/82

CHESTERFIELD,MO

A/C Reg. No. N6338T

Time (Lcl) - 1222 CST

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED
  2. GEAR EXTENSION - NOT POSSIBLE -
  3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - PERFORMED -
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6010      8/22/82      NEAR KALISPELL, MT      A/C Reg. No. CGICK      Time (Lc1) - 2155 MDT

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

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

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

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL D-200A	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	PENTICTON,CD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VANCOUVER,CD	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 20000 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 - 19	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 70
SE LAND	Months Since -	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-----

AFTER A FLIGHT FROM VANCOUVER, BRITISH COLUMBIA TO PENTICTON, CANADA, THE PILOT FILED A FLIGHT PLAN FOR A RETURN TRIP AND DEPARTED AT ABOUT 1900 MDT. LATER, THE AIRCRAFT CRASHED AT NIGHT IN THE LITTLE BITTERROOT LAKE, LOCATED ABOUT 25 MILES WEST OF KALISPELL, MT. THE PILOT EGRESSED FROM THE PLANE, BUT THE PASSENGER WAS INCAPACITATED AFTER IMPACT AND DROWNED WHEN THE PLANE SANK. THE PILOT LEFT THE ACCIDENT SITE AND WAS NOT LOCATED. HOWEVER, HE MADE 2 TELEPHONE CALLS (FROM NEW YORK AND TEXAS) TO A FRIEND IN CANADA AND INDICATED THE LOCATION OF THE CRASH SITE. THE AIRCRAFT WAS LOCATED IN 255 FT OF WATER AND WAS RECOVERED WITH THE PASSENGER. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE LEADING EDGE OF THE RIGHT WING AND ENGINE COWLING WERE DAMAGED DURING TOUCHDOWN IN THE WATER. THE RIGHT FUEL TANK CONTAINED 4 GAL OF FUEL, THE LEFT TANK WAS FILLED WITH WATER. NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE WERE FOUND.

Brief of Accident/Incident (Continued)

File No. - 6010

8/22/82

NEAR KALISPELL, MT

A/C Reg. No. CGICK

Time (Lc1) - 2155 MDT

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

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6009      8/30/82      HELENA, MT      A/C Reg. No. CFSPV      Time (Lcl) - 1345 MDT

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

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

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

Make/Model      - BEECH A23-19	Eng Make/Model      - LYCOMING O-320-E2C	ELT Installed/Activated      - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2200	Engine Type      - RECIPROCATING-CARBURETOR	Weather Radar      - NO
No. of Seats      - 4	Rated Power      - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method      - N/A	HELENA, MT	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	WILHELM RANCH, MT	WILHELM RANCH
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident      - 35
Visibility      - 40.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 4000 -UNK/NR
Cloud Conditions(1st)      - 4000 FT SCATTERED	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      - 44	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - UNK/NR	Total      - 1825
SE LAND	Months Since      -	Make/Model- 953
	Aircraft Type      - UNK/NR	Instrument- 32
		Last 24 Hrs      - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 69

Instrument Rating(s)      - NONE

-----Narrative-----

ACCORDING TO A WITNESS, THE PILOT WAS ATTEMPTING TO LAND ON A DIRT ROAD THAT IS ALSO USED AS A LANDING STRIP. THE AIRCRAFT TOUCHED DOWN APPROXIMATELY 1500 FEET AT THE DOWNHILL END OF THE RUNWAY, BALLOONED BY A WIND GUST AND MOVED TO THE EAST EXTREME OF THE RUNWAY. THE PILOT ADDED POWER AND TOUCHED DOWN AGAIN AND BALLOONED. THE PILOT STATED THAT HE DID NOT HAVE ENOUGH DISTANCE TO STOP BEFORE THE END OF THE RUNWAY. HE APPLIED POWER TO AVOID A DITCH AND LANDED IN A FIELD. THE PILOT ESTIMATED THAT THE WIND WAS FROM 300 DEG AT 8 GUSTING 20 KTS.

Brief of Accident/Incident (Continued)

File No. - 6009

8/30/82

HELENA,MT

A/C Reg. No. CFSPV

Time (Lc1) - 1345 MDT

Occurrence #1            OVERRUN  
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. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. MANEUVER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6007      12/17/82      CUT BANK,MT      A/C Reg. No. CGKBJ      Time (Lc1) - 1610 MST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	ESTON, SASKATCHEWAN,CD		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	CUT BANK,MT	CUT BANK MUNICIPAL	
Wind Dir/Speed	- 260/018 KTS		Runway Ident	- 22
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	- 5300/ 75
Cloud Conditions(1st)	- 4000 FT BROKEN	Type of Flight Plan	- VFR	
Cloud Conditions(2nd)	- 8000 FT OVERCAST	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- VISUAL FULL CIRCUIT	
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 - NO	Total - 430	Last 24 Hrs - 2
SE LAND	Months Since -	Make/Model- 120	Last 30 Days- 15
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A TOTAL ELECTRICAL FAILURE WHILE ENROUTE. ON ARRIVAL, THE PILOT SELECTED GEAR DOWN, HOWEVER IT WOULD NOT LOWER. HE MISIDENTIFIED THE OPERATION OF THE EMERGENCY GEAR DOWN SWITCH AND PUSHED IT UP INSTEAD OF DOWN. THE PILOT STATED THAT HE MADE THE APPROACH WITH HIGH POWER AND ONE NOTCH OF FLAPS. THIS WOULD HAVE PRECLUDED THE AIRCRAFT'S AUTOMATIC GEAR EXTENSION SYSTEM FROM FUNCTIONING. THE AIRCRAFT LANDED GEAR UP WITH SUBSTANTIAL DAMAGE AND NO INJURIES TO THE OCCUPANTS. DURING AN INVESTIGATION, AN ALTERNATOR OUT WIRE WAS FOUND BROKEN WHERE IT CONNECTED TO A TERMINAL LUG.

Brief of Accident/Incident (Continued)

File No. - 6007

12/17/82

CUT BANK, MT

A/C Reg. No. CGKBJ

Time (Lc1) - 1610 MST

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

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED
  2. ELECTRICAL SYSTEM, ALTERNATOR - DISCONNECTED
  3. ELECTRICAL SYSTEM, BATTERY - OTHER
  4. ELECTRICAL SYSTEM - INOPERATIVE
  5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
  6.        IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5056      4/18/82      ASHEVILLE, NC      A/C Reg. No. N95WA      Time (Lcl) - 1510 EDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Incident Occurred During	-TAKEOFF						None
							2
							9

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

Make/Model	- BEECH BE-99	Eng Make/Model	- P & W PT-6-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10900	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 11	Rated Power	- 550 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	CHARLOTTE, NC	ASHEVILLE AIRPORT
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8001 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - IFR	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 6830
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1486
		Last 30 Days- UNK/NR
		Instrument- 278
		Last 90 Days- 405
		Multi-Eng - 2951

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ON A REGULARLY SCHEDULED PASSENGER FLIGHT THE AIRCRAFT SUSTAINED A TOTAL ENGINE FAILURE AND FLAMEOUT ON THE RIGHT ENGINE. AFTER SECURING THE ENGINE, THE CREW EXECUTED AN UNEVENTFUL SINGLE ENGINE LANDING WITHOUT FURTHER DAMAGE TO THE AIRCRAFT OR INJURIES TO PERSONS. EXAMINATION OF THE ENGINE REVEALED THAT THE COMPRESSOR TURBINE WHEEL HAD FAILED. THE INTERNAL DAMAGE WAS CONFINED TO THE WHEEL, VANE RING, SHROUD AND DUCT GROUP. SUBSEQUENT METALLURGICAL EXAMINATION INDICATED THAT ONE OF THE COMPRESSOR BLADES HAD FAILED IN FATIGUE. THE ORIGIN OF THE FATIGUE FRACTURE WAS IN THE AREA OF THE ROOT TRAILING EDGE. THE REASON FOR THE FATIGUE INITIATION COULD NOT BE DETERMINED.



Brief of Incident (Continued)

File No. - 5056

4/18/82

ASHEVILLE,NC

A/C Reg. No. N95WA

Time (Lcl) - 1510 EDT

---

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

Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - FATIGUE
  2. COMPRESSOR ASSEMBLY, ROTOR DISC - DISABLED
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5043      5/23/82      CHARLOTTE, NC      A/C Reg. No. N88694      Time (Lcl) - 2017 EDT

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

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

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

Make/Model	- CESSNA 404	Eng Make/Model	- CONTINENTAL GTS10-520M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8450	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- YES
No. of Seats	- 10	Rated Power	- 375 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	RALEIGH, NC		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	CHARLOTTE, NC	CHARLOTTE DOUGLAS	
Wind Dir/Speed	- CALM		Runway Ident	- 36
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 7845/ 150
Cloud Conditions(1st)	- 5000 FT SCATTERED	Type of Flight Plan	- IFR	
Cloud Conditions(2nd)	- 25000 FT BROKEN	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- VISUAL FULL CIRCUIT	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 5115
SE LAND, ME LAND	Months Since -	Make/Model	- 260
	Aircraft Type - UNK/NR	Instrument	- 635
		Multi-Eng	- 3457
		Last 24 Hrs	- 5
		Last 30 Days	- UNK/NR
		Last 90 Days	- 205

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE HYDRAULIC PRESSURE WAS LOST AFTER THE GEAR WAS RAISED AND THE FLAPS WERE BEING RETRACTED. THE PILOT ATTEMPTED TO EXTEND THE GEAR WITH BOTH THE NORMAL AND MANUAL SYSTEMS, BUT TO NO AVAIL. SUBSEQUENTLY, A GEAR UP LANDING WAS MADE. AN INVESTIGATION REVEALED THAT A HYDRAULIC LINE, PN 57-27100, HAD FAILED.

Brief of Incident (Continued)

File No. - 5043

5/23/82

CHARLOTTE, NC

A/C Reg. No. N88694

Time (Lcl) - 2017 EDT

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

Finding(s)

1. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5048      6/02/82      ASHEBORO, NC      A/C Reg. No. N59749      Time (Lcl) - 1940 EDT

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

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

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

Make/Model	- PIPER PA-31-325	Eng Make/Model	- LYCOMING TIO-540-F2BD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 8	Rated Power	- 325 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	CHARLOTTE, NC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	ROCKY MOUNT, NC			
Wind Dir/Speed	- 150/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- 3500 FT SCATTERED	Type of Clearance	- TOWER	Runway Surface	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DUSK				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 3200	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since -	Make/Model - 150	Last 30 Days - UNK/NR
	Aircraft Type - PA-31	Instrument - UNK/NR	Last 90 Days - 300
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE AT 5000 FT THE PILOT SMELLED ELECTRICAL FUMES AND NOTICED SMOKE FILLING THE FLAP INDICATOR GAUGE. HE PULLED THE WING FLAP CIRCUIT BREAKER BUT MOMENTS LATER VOLUMES OF SMOKE AROSE FROM UNDER THE INSTRUMENT PANEL, WITH FLAMES OBSERVED BEHIND THE PANEL. THE PILOT DIVERTED TO ASHEBORO AFTER HIS DRY CHEMICAL FIRE EXTINGUISHER PROVED INEFFECTIVE IN FIGHTING THE FIRE. THE FLAMES DIED OUT AFTER LANDING. FIRE DAMAGE WAS CONTAINED TO THE FLAP INDICATOR BUT HEAT DAMAGE PRECLUDED A DETERMINATION OF THE REASON FOR AN INTERNAL ELECTRICAL SHORT. THE FLAP INDICATOR HAD BEEN MODIFIED 216 HRS PREVIOUSLY BUT THE MOD DID NOT INVOLVE THE WIRING. THE FLAP INDICATOR IS PROTECTED BY THE STARTER CIRCUIT BREAKER. THIS INFORMATION IS INCLUDED IN THE WIRING DIAGRAMS BUT NOT IN THE DESCRIPTIONS OF THE FLAP OR ELECTRICAL SYSTEMS.

Brief of Incident (Continued)

File No. - 5048

6/02/82

ASHEBORO, NC

A/C Reg. No. N59749

Time (Lcl) - 1940 EDT

-----  
Occurrence            FIRE  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLT CONTROL SYST, WING FLAP CONTROL - SHORTED
2. EQUIPMENT, OTHER - INADVERTENT USE - PILOT IN COMMAND
3. FLT CONTROL SYST, WING FLAP CONTROL - FIRE
4. FUSELAGE, CREW COMPARTMENT - SMOKE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5082      11/10/82      GREENBORO, NC

A/C Reg. No. N4814C

Time (Lc1) - 2335 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
MINOR

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

Type of Operation -EXECUTIVE  
Flight Conducted Under -14 CFR 125  
Incident Occurred During -CRUISE

Fire  
IN FLIGHT

Crew  
Pass

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

Make/Model - CONVAIR 340  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 48000  
No. of Seats - 5

Eng Make/Model - P & W R-2800-CB16  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 2300 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 10.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
BALTIMORE, MD  
Destination  
GREENSBORO, NC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 61  
Biennial Flight Review  
Current - YES  
Months Since -  
Aircraft Type - C-340

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 15000  
Make/Model- 1300  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE AT CRUISE AT 4000 FEET THAT THERE WAS A SHARP JOLT IN THE AIRFRAME AND ON FURTHER INVESTIGATION DISCOVERED THAT THE LEFT ENGINE WAS ON FIRE. THE PROPELLER STOPPED TURNING SHORTLY THEREAFTER. IMMEDIATELY THE PILOT PULLED THE FIREWALL SHUTOFF VALVE AND COMPLETED THE EMERGENCY CHECKLIST. THE FLIGHT CONTINUED TO ITS INTENDED DESTINATION AND LANDED UNEVENFULLY. GROUND EXAMINATION OF THE AIRCRAFT REVEALED THAT THE ENGINE FORWARD BANK MASTER ROD HAD FAILED.

Brief of Incident (Continued)

File No. - 5082

11/10/82

GREENBORO, NC

A/C Reg. No. N4814C

Time (Lcl) - 2335 EST

-----  
Occurrence                FIRE  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, MASTER ROD - FAILURE, TOTAL
2. ENGINE ASSEMBLY - FIRE
3. PROPELLER FEATHERING - INITIATED - PILOT IN COMMAND
4. FIRE EXTINGUISHER, POWERPLANT - ENGAGED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5111      12/05/82      WINSTON-SALEM, NC      A/C Reg. No. N798N      Time (Lcl) - 2131 EST

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

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

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

Make/Model - BOEING 737-201	Eng Make/Model - P&W JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 100800	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 112	Rated Power - 14500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	BUFFALO, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WINSTON-SALEM, NC	SMITH REYNOLDS
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6654/ 150
Cloud Conditions(1st) - 2000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----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, ATP	Current - YES	Total - 11500
ME LAND	Months Since -	Last 24 Hrs - 1
	Aircraft Type - B-737	Make/Model- 3300
		Instrument- UNK/NR
		Last 30 Days- 60
		Last 90 Days- 180
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT FROM BUFFALO WAS REPORTED AS CHOPPY & THE CHOP CONTINUED DURING THE DESCENT. WX WAS NOTED ON THE AIRBORNE RADAR SW & NW OF THE ARPT. AS THE ACFT APPROACHED THE OUTER MARKER THE CREW OBSERVED CLOUD TO GROUND LIGHTNING NEAR THE ARPT & WERE INFORMED THAT A THUNDERSTORM WAS 2-3 MI WEST OF THE ARPT, MOVING TOWARDS THE ARPT. THE RAIN WAS LIGHT AT THE OUTER MARKER, BUT AS THEY PROCEEDED INBOUND THE INTENSITY INCREASED. THE PLT STATED HE THOUGHT THEY HAD MORE SPACE TO FLARE. HE REPORTED THAT THE LANDING WAS NOT HARD, BUT THE ACFT BOUNCED & ON THE SECOND CONTACT THE NOSE CAME DOWN TO THE RWY. THE NOSE GEAR HAD COLLAPSED AFT INTO THE LOWER FUSELAGE DAMAGING THE BULKHEAD AT STATION 294.5. THE FLIGHT RECORDER READOUT REVEALED A SUDDEN INCREASE IN AIRSPEED & SINK RATE DURING THE LAST 8 SECS PRIOR TO RWY CONTACT.



Brief of Incident (Continued)

File No. - 5111

12/05/82

WINSTON-SALEM,NC

A/C Reg. No. N798N

Time (Lc1) - 2131 EST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. WEATHER CONDITION - THUNDERSTORM

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WEATHER CONDITION - WINDSHEAR

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6008      4/14/82      WILLISTON,ND      A/C Reg. No. CFZMZ      Time (Lcl) - 1810 CST

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

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

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

Make/Model      - CESSNA 170A	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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      - TELEPHONE	VIRDEN/MANATOBA,CD	
Completeness      - FULL	Destination	Airport Data
Basic Weather      - VMC	WILLISTON,ND	WILLISTON SLOWLIN INTER'L
Wind Dir/Speed- 020/025 KTS	ATC/Airspace	Runway Ident      - 29
Visibility      - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid      - 6041/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance      - TOWER	Runway Surface      - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg      - CONTACT	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,FOREIGN	Current      - UNK/NR	Total      - 1249
SE LAND,ME LAND	Months Since      -	Make/Model- 288
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 48
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT NOTED UNFAVORABLE WINDS WHEN HE ARRIVED FOR LANDING. HE ELECTED TO FLY IN THE LOCAL AREA UNTIL THE WINDS SUBSIDED. AFTER FLYING LOCALLY FOR ABOUT ONE HOUR, HE ELECTED TO LAND ON RUNWAY 29 WITH A CROSSWIND FROM 020 DEGREES. WHILE ON DOWNWIND, HE ESTIMATED THAT THE WIND VELOCITY WAS ABOUT 5 KNOTS. THE PILOT STATED THAT AFTER LANDING, WHEN THE AIRCRAFT WAS ALMOST STOPPED, HE SAW SOME DUST AND WIND COMING ACROSS THE GRASS FIELD. THE WIND PICKED UP HIS WING AND HE ATTEMPTED A GO-AROUND WHICH WAS UNSUCCESSFUL. THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND THE PILOT ATTEMPTED TO CLEAR A FENCE. THE TAILWHEEL STRUCK THE FENCE AND THE AIRCRAFT NOSED OVER. REPORTEDLY, PREVAILING WIND VELOCITY WAS 25 GUSTING 40 KNOTS. THE AIRPORT HAD ANOTHER RUNWAY (03/21) THAT WAS 4800 FT LONG.

Brief of Accident/Incident (Continued)

File No. - 6008

4/14/82

WILLISTON,ND

A/C Reg. No. CFZMZ

Time (Lcl) - 1810 CST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. OBJECT - FENCE

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5090      12/10/82      OVER FARGO,ND      A/C Reg. No. N1500E      Time (Lc1) - 1030 CST

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

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

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

Make/Model - GATES LEAR JET 35A	Eng Make/Model - AIRRESEARCH TFE-731-2-2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 18000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 8	Rated Power - 3500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JAMESTOWN,ND	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MILWAUKEE,WI	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - IFR	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - CONTACT	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18700
SE LAND,ME LAND	Months Since -	Make/Model- 2500
	Aircraft Type - LEAR35A	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-----

WHILE LEVEL AT FL370 OVER FARGO, ND, THE CREW HEARD A LOUD BANG IN THE ENGINE AREA AND THE AIRCRAFT EXPERIENCED A SUDDEN LOSS OF CABIN PRESSURE. AT THE SAME TIME, THE CREW NOTICED THAT THEY HAD LOST POWER ON THE #2 ENGINE. AFTER SECURING THE ENGINE AND REGAINING CONTROL OF THE CABIN PRESSURIZATION, THE FLIGHT WAS CONTINUED TO MILWAUKEE, WI, WITHOUT FURTHER INCIDENT. EXAMINATION REVEALED TWO JAGGED HOLES IN THE ENGINE COWL AND ONE THROUGH THE AFT FUSELAGE. DETAILED EXAMINATION OF THE ENGINE REVEALED THAT IT HAD EXPERIENCED A SEGMENT SEPARATION OF THE 2ND STAGE LOW PRESSURE TURBINE DISC. THE CHUNK FAILURE WAS A RESULT OF IMPROPER MACHINING OF THE FORWARD SIDE WEB AREA OF THE DISC. THE PRESSURIZATION DROP OCCURRED WHEN SEPARATION DISC FRAGMENTS STRUCK AND DISABLED THE 3 WAY BLEED VALVE.

Brief of Incident (Continued)

File No. - 5090

12/10/82

OVER FARGO,ND

A/C Reg. No. N1500E

Time (Lc1) - 1030 CST

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

Phase of Operation    CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY, TURBINE WHEEL - DISINTEGRATED
  2.        MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5044      8/08/82      WILSONVILLE, NE      A/C Reg. No. N7043Z      Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Incident Occurred During -MANEUVERING					

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMBRIDGE, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1723
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 16
	Aircraft Type - UNK/NR	Make/Model- 1217
		Instrument- 16
		Multi-Eng - 11
		Last 30 Days- UNK/NR
		Last 90 Days- 162

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS OVERCOME BY EXPOSURE TO THE ORGANIC PHOSPHATE HE WAS DEPLOYING. ACCORDING TO LOCAL LAW ENFORCEMENT AUTHORITIES, THE AIRCRAFT CRASHED IN A FIELD AND CAME TO REST INVERTED. MEDICAL TESTS FOR TOXIC CHEMICAL EXPOSURE WERE INCONCLUSIVE.

Brief of Incident (Continued)

File No. - 5044

8/08/82

WILSONVILLE,NE

A/C Reg. No. N7043Z

Time (Lcl) - 1000 CDT

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

Finding(s)  
1. UNDETERMINED

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5092      8/12/82      NORTH PLATTE,NE      A/C Reg. No. N7345F      Time (Lcl) - 2328 CDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	5	0
Incident Occurred During	-LANDING			0	0	28	0

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

Make/Model	- BOEING 737-291	Eng Make/Model	- P & W JT8D-17	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 160000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 111	Rated Power	- 16000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	SCOTTSBLUFF,NE			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	NORTH PLATTE,NE		LEE BIRD FIELD	
Wind Dir/Speed	- 120/008 KTS			Runway Ident	- 30R
Visibility	- .250 SM	ATC/Airspace		Runway Lth/Wid	- 8000/ 150
Cloud Conditions(1st)	- OBSCURED	Type of Flight Plan	- IFR	Runway Surface	- CONCRETE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- UNK/NR	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 - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI,ATP	Current - YES	Total - 12065	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since -	Make/Model- 760	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 143
		Multi-Eng - UNK/NR	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE FIRST OFFICER WAS HAND FLYING THE AIRCRAFT ON THE IFR APPROACH. BOTH FLIGHT CREW MEMBERS SAW THE APPROACH AND RUNWAY LIGHTS AND CONFIRMED THE CLOUD CEILING WAS 300 FT AND VISIBILITY WAS 3/4 MILE. THE APPROACH WAS CONTINUED AND THE AIRCRAFT DESCENDED TO 200 FT AGL. THE AIRCRAFT WAS LEVELED MOMENTARILY BECAUSE OF LOST VISUAL CONTACT AND THE DESCENT WAS CONTINUED UNTIL THE AIRCRAFT ENTERED PATCHY FOG THAT OBSCURED THE RUNWAY. THE CREW STATED THAT THEY WERE GIVING THOUGHTS OF GOING AROUND, WHEN THE AIRCRAFT IMPACTED THE GROUND ON THE RIGHT SIDE OF THE RUNWAY AND THE AIRCRAFT COLLIDED WITH RUNWAY EDGE LIGHTS, BEFORE THE AIRCRAFT WAS RETURNED TO THE RUNWAY AND STOPPED.



Brief of Incident (Continued)

File No. - 5092

8/12/82

NORTH PLATTE, NE

A/C Reg. No. N7345F

Time (Lcl) - 2328 CDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - OBSCURATION
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - LOW CEILING
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  6. WEATHER OBSERVATION - DELAYED - ATC PERSONNEL(FSS)
- 

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

Finding(s)

7. PROPER ALIGNMENT - IMPROPER - COPILOT
  8. LEVEL OFF - IMPROPER - COPILOT
  9. FLARE - NOT PERFORMED - COPILOT
  10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

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

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

Factor(s) relating to this incident is/are finding(s) 1,2,3,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3401      11/02/82      CANJILON,NM      A/C Reg. No. N8096D      Time (Lcl) - 1807 MST

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

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

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

Make/Model - PIPER PA-34-200T	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 - 4570	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OGDEN,UT	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	TAOS,NM	
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 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 - DUSK		

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

Pilot-In-Command	Age - 46	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 175
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 4
	Aircraft Type - PA-34	Make/Model- 25
		Instrument- 4
		Last 30 Days- 11
		Last 90 Days- 29
		Multi-Eng - 25

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTING HELENA, MT AT 1209, THE PLT RECEIVED A WX BRIEFING FROM THE GREAT FALLS FSS. THE DFW 021240Z AREA FORECAST, VALID UNTIL 0700Z ON 11/3/82, WAS NOT AVAILABLE. THE FSS BRIEFER MADE THIS DEFICIENCY KNOWN TO THE PLT & RECOMMENDED THAT HE RECEIVE ANOTHER BRIEFING DURING HIS REFUELING STOP IN THE SALT LAKE CITY AREA. THE FORECAST CALLED FOR CLOUDS 7000-10000 FT WITH SCATTERED SHOWERS & SNOW SHOWERS OVER NW NMEX SPREADING EASTWARD OVER THE STATE DURING THE AFTERNOON. MOUNTAIN TOPS WOULD BE LOCALLY OBSCURED ABOVE 6000 FT. AIRMET XRAY 1 WAS IN EFFECT FOR THE AREA IN QUESTION CALLING FOR TERRAIN OBSCURATION IN CLOUDS ABOVE 6000 FT & PRECIPITATION WITH FREQUENT RIME ICING BETWEEN 8000 FT & 1400 FT MSL. THE FLT ARRIVED IN OGDEN, UT ABOUT 1400 & SUBSEQUENTLY DEPARTED 1500-1530. THERE IS NO RECORD THAT THE PLT REQUESTED ANOTHER WX BRIEFING. THE ACFT IMPACTED TREES ON THE NE SLOPE OF CANJILON PEAK AT THE 10,481 FT LEVEL. THE WX INFO ON THE PREVIOUS PAGE WAS THE 1852 OBSERVATION AT FARMINGTON, NM LOCATED 100 MI WEST OF THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 3401

11/02/82

CANJILON,NM

A/C Reg. No. N8096D

Time (Lc1) - 1807 MST

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

Finding(s)

1. WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND
  2. IN FLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - OBSCURATION
  4. WEATHER CONDITION - SNOW
  5. WEATHER CONDITION - ICING CONDITIONS
  6. WEATHER CONDITION - TURBULENCE
  7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  9. ALTITUDE - INADEQUATE - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7,9

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6014      12/26/82      ANIMAS,NM      A/C Reg. No. XAH1J      Time (Lcl) - 1035 MST

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

Type Operating Certificate-OPERATING CERTIFICATE	Aircraft Damage	Injuries			
COMMERCIAL OPERATOR	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,INTL,PASSENGER	Fire	1	0	0	0
Flight Conducted Under -	NONE	6	0	0	0
Acc/Inc Occurred During -CRUISE					

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1AS	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AGUA PRIETA,MX	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	JANOS,MX	Runway Ident - N/A
Wind Dir/Speed- 050/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	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 - 56	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,FOREIGN	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED AGUE PRIETA, SONORA, MEXICO WITH NO FLT PLAN ON A FLT TO JANOS, CHIHUAHUA, MEXICO. DRG DEPARTURE, THE PLT'S SON OBSERVED A DARK THREATENING CLOUD BANK IN THE DIRECTION OF FLT NEAR A MTN RANGE. WHEN THE ACFT DID NOT ARRIVE AT THE DESTINATION, A SEARCH WAS BEGUN WHICH WAS EXTENDED ON THE US SIDE OF THE BORDER. ON 1/15/82, A RANCHER FOUND THE WRECKAGE WHICH WAS SCATTERED OVER AN AREA EXCEEDING 1 MI IN LENGTH. AN INVESTIGATION REVEALED THAT THE TAIL ASSEMBLY, RIGHT WING, ABOUT 1/2 OF THE LEFT WING AND WINDSCREEN HAD SEPARATED IN FLT. NO EVIDENCE WAS FOUND THAT WOULD INDICATE A PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT, ENGINE, PROPELLER OR ACCESSORIES, EXCEPT FOR SEPARATED COMPONENTS WHICH SHOWED EVIDENCE OF IN-FLT PLT INDUCED OVERLOADS. LOCAL RESIDENTS REPORTED A SEVERE SNOW STORM WITH HEAVY WET SNOW AND REDUCED VISIBILITIES AT THE TIME OF THE ACCIDENT. THE PILOT WAS NOT RATED FOR INSTRUMENT FLIGHT. DRG TKOF, THE ACFT WAS APRX 547 LBS OVER ITS MAX GROSS WEIGHT LIMIT, CG APRX 2 IN BEHIND AFT LIMIT.

Brief of Accident/Incident (Continued)

File No. - 6014

12/26/82

ANIMAS,NM

A/C Reg. No. XAH1J

Time (Lcl) - 1035 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

8. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCESSIVE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5006      3/08/82      LAS VEGAS,NV      A/C Reg. No. N6728      Time (Lcl) - 1445 PST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries			
DOMESTIC/FLAG	NONE		Fatal	Serious	Minor	None
Type of Operation -	Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0
Incident Occurred During -STANDING		Other	1	0	0	0

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

Make/Model - BOEING 707-131B	Eng Make/Model - P&W JT3D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - UNK/NR
Max Gross Wt - 258000	Engine Type - TURBOFAN	Weather Radar - UNK/NR
No. of Seats - 192	Rated Power - 18000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LAS VEGAS,NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS,MO	MCCARRAN INTERNATL
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 25000 FT OVERCAST	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 - 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
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THIS INCIDENT OCCURRED WHEN THERE WAS NO INTENT TO FLY. ON 3-8-82, A BOEING 707-131, OWNED AND OPERATED BY TWA, WAS RECEIVING ROUTINE MAINTENANCE IN LAS VEGAS, NV. DURING THE CHECK, THE SERVICING VALVE ON THE FORWARD WATER TANK WOULD NOT OPEN. A TWA MECHANIC ENTERED THE FORWARD ELECTRONICS BAY TO CHECK THE VALVE CONTROL MECHANISM WHILE THE LEAD MECHANIC OPERATED THE VALVE FROM OUTSIDE. THE VALVE OPERATED NORMALLY AND THE LEAD MECHANIC YELLED "IT'S OK". A SHORT TIME LATER, ANOTHER MECHANIC LOOKED IN THE COMPARTMENT, DID NOT SEE ANYONE AND SECURED THE HATCH. THE MECHANIC'S ABSENCE WAS NOT NOTED UNTIL THE NEXT DAY. ON 3-9-82, THE AIRPLANE FLEW TO ST. LOUIS, MO WHERE THE MECHANICS BODY WAS DISCOVERED AFTER SEARCH WAS INITIATED BY THE LAS VEGAS STATION MANAGER. AN AUTOPSY REVEALED THAT THE MECHANIC WAS ELECTROCUTED WHEN HE CAME IN CONTACT WITH SEVERAL 115 VOLT RELAYS IN THE ELECTRONICS COMPARTMENT. INJURIES FOUND DURING AUTOPSY INDICATE THAT THE MECHANIC SLIPPED AND STRUCK HIS HEAD AND FELL ON THE RELAYS.

Brief of Incident (Continued)

File No. - 5006

3/08/82

LAS VEGAS,NV

A/C Reg. No. N6728

Time (Lc1) - 1445 PST

-----  
Occurrence MISCELLANEOUS/OTHER  
Phase of Operation STANDING

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC RELAY - IMPROPER
2. MAINTENANCE,MODIFICATION - IMPROPER - COMPANY MAINTENANCE PSNL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5028      2/12/82      JAMAICA,NY      A/C Reg. No. N80701      Time (Lcl) - 0937 EST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
COMMUTER	NONE		Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Crew	0	0	3
Flight Conducted Under	-14 CFR 135	Pass	0	0	4
Incident Occurred During	-CRUISE				

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

Make/Model - DEHAVILLAND DHC-6-100	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11579	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 20	Rated Power - 579 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	PHILADEPHIA,PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NEW YORK,NY	
Wind Dir/Speed- 360/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - IFR	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6500
SE LAND,ME LAND	Months Since -	Make/Model- 10
	Aircraft Type - DHC-6	Instrument- 575
		Multi-Eng - 2000
		Last 24 Hrs - 5
		Last 30 Days- 65
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT, THE AIRCRAFT EXPERIENCED A POWER FAILURE AND FIRE IN THE LEFT ENGINE. THE CREW SECURED THE ENGINE AND DISCHARGED THE FIRE EXTINGUISHER WITHOUT EFFECT ON THE FIRE. DURING DESCENT TO JFK INTERNATIONAL THE FIRE EXTINGUISHED ITSELF. A NORMAL SINGLE ENGINE LANDING WAS MADE AND THE PASSENGERS DEPLANED WITHOUT INJURY. INVESTIGATION REVEALED THAT A COMPRESSOR TURBINE BLADE HAD FAILED IN FATIGUE DAMAGING POWER TURBINE BLADES, THE POWER TURBINE VANE RING AND THE COMPRESSOR TURBINE VANE RING. IN ADDITION THE PROPELLER REDUCTION GEARBOX WAS DAMAGED. THE ORIGIN AND NATURE OF THE FATIGUE IN THE TURBINE BLADE WAS NOT DETERMINED. IT WAS DETERMINED THAT THE FAILED BLADE WAS INSTALLED AT OVERHAUL, ABOUT 843 HOURS BEFORE THE INCIDENT.



Brief of Incident (Continued)

File No. - 5028

2/12/82

JAMAICA,NY

A/C Reg. No. N80701

Time (Lc1) - 0937 EST

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

Phase of Operation . . . CRUISE - NORMAL

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - FATIGUE
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5036      3/11/82      FLUSHING, NY      A/C Reg. No. N26210      Time (Lcl) - 1838 EST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Incident Occurred During	-CLIMB					None	3
							27

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

Make/Model	- NORD AVIATION 262A-12	Eng Make/Model	- TURBOMECA BASTAN, VI CI	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 23370	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 27	Rated Power	- 987 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NEWARK, NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PROVIDENCE, RI	LAGUARDIA (R/W 22)
Wind Dir/Speed - 090/013 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7000/ 150
Cloud Conditions(1st) - 700 FT BROKEN	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5200
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 7
	Aircraft Type - NORD262	Make/Model - 3795
		Instrument - 1133
		Multi-Eng - 3998
		Last 30 Days - 55
		Last 90 Days - 186

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING THROUGH 7000 FT, THE AIRCRAFT BEGAN TO SHAKE VIOLENTLY. THE FIRST OFFICER CONFIRMED THAT THE SOURCE OF VIBRATION WAS THE RIGHT ENGINE. AN UNSUCCESSFUL ATTEMPT WAS MADE TO FEATHER THE PROP AFTER THE RT ENGINE WAS SHUT DOWN. THE AIRCRAFT CONTINUED TO VIBRATE SO THE CREW DECLARED AN EMERGENCY AND LANDED AT LAGUARDIA AIRPORT. THE NO. 2 PROP BLADE ON THE RT PROP HAD FAILED IN FATIGUE AND SEPARATED ABOUT 14 INCHES OUTBOARD OF THE HUB. THE FATIGUE CRACK INITIATED FROM AN AREA OF PITTING CORROSION THAT WAS COVERED BY THE ELECTRICAL DEICING BOOT. EXAMINATION OF THE BOOT AT THE FATIGUE ORIGIN OF THE BLADE DISCLOSED LOCALIZED OVERHEATING HAD OCCURRED WHICH DETERIORATED THE BOOT. THIS WAS IN THE AREA WHERE THE HEATING ELEMENT JOINS A BRAIDED WIRE BUNDLE. TOTAL TIME ON THE PROP WAS 1435 HOURS.

Brief of Incident (Continued)

File No. - 5036

3/11/82

FLUSHING, NY

A/C Reg. No. N26210

Time (Lcl) - 1838 EST

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5117      3/18/82      BAYPORT, NY      A/C Reg. No. N40627      Time (Lcl) - 1330 EST

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 2	Rated Power - 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	BAYPORT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2048
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 97
		Instrument- 292
		Multi-Eng - 120

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT TAXIED INTO THE PARKING AREA AND STOPPED IN A POSITION THAT WAS FACING CESSNA 172, N7909G. THE PILOT OF N40627, WHILE SITTING IN THE AFT SEAT, REACHED FORWARD AND ACCIDENTLY CAUGHT HIS COAT SLEEVE ON THE THROTTLE. THE THROTTLE WAS PUSHED FORWARD. SUBSEQUENTLY, N40627 MOVED FORWARD AND ITS PROPELLER STRUCK THE WING TIP OF THE CESSNA 172. THE WING TIP OF THE CESSNA WAS SUBSTANTIALLY DAMAGED.

Brief of Incident (Continued)

File No. - 5117

3/18/82

BAYPORT, NY

A/C Reg. No. N40627

Time (Lcl) - 1330 EST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. THROTTLE/POWER CONTROL - INADVERTENT USE - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6016      7/05/82      FLUSHING, NY      A/C Reg. No. CGAAA      Time (Lc1) - 1359 EDT

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

Type Operating Certificate-OPERATING CERTIFICATE	Aircraft Damage	Fatal	Injuries		
COMMERCIAL OPERATOR	MINOR		Serious	Minor	None
Type of Operation -SCHEDULED,INTL,PASSENGER	Fire	Crew 0	0	0	8
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	66
Acc/Inc Occurred During -CLIMB					

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

Make/Model - BOEING 727-233	Eng Make/Model - P & W JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 173000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 132	Rated Power - 15500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MONTREAL,PQ	LAGUARDIA
Wind Dir/Speed- 170/017 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7000/ 150
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - IFR	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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10076
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1558
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB, THE AMBER LEADING EDGE FLAT LIGHT REMAINED LIT AFTER FLAP RETRACTION FROM 5 DEGREES TO 2 DEGREES. MODERATE AILERON AND RUDDER INPUTS WERE REQUIRED TO MAINTAIN WINGS LEVEL FLIGHT. AFTER CYCLING THE FLAPS FROM 5 BACK TO 2 DEGREES, THE SAME CONDITION EXISTED AND THE SECOND OFFICER CONFIRMED THAT THE NO. 7 SLAT WAS NOT RETRACTING. THE FLAPS WERE THEN EXTENDED TO 15 DEGREES, ELIMINATING THE ROLLING TENDENCY, AND THE FLIGHT RETURNED TO LAGUARDIA. SUBSEQUENT INSPECTION REVEALED THAT AN INBOARD SLAT TRACK ROLLER SUPPORT BOLT FOR THE NO. 7 SLAT HAD FAILED. THE ROLLER WAS FOUND LODGED BETWEEN THE INBOARD TRACK AND WING STRUCTURE. THE ROLLER WAS SEIZED WITH SEVERAL BEARINGS MISSING. LITTLE LUBRICATION WAS EVIDENT. THE BOLT FRACTURED THROUGH A LUBRICATION HOLE THAT THE ROLLER MOUNTS OVER. BOLT FRACTURE FACES EXHIBITED STRIATIONS AND CUPPING. TOTAL TIME ON BOLT AND ROLLER WAS 18,815 HOURS.

Brief of Accident/Incident (Continued)

File No. - 6016

7/05/82

FLUSHING, NY

A/C Reg. No. CGAAA

Time (Lcl) - 1359 EDT

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Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. FLIGHT CONTROL, LEADING EDGE FLAP ATTACHMENT - FATIGUE
2. MAINTENANCE, LUBRICATION - INADEQUATE - COMPANY MAINTENANCE PSNL
3. FLIGHT CONTROL, LEADING EDGE FLAP - MOVEMENT RESTRICTED

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5113      7/23/82      WESTHAMPTON BEACH, NY      A/C Reg. No. N26005      Time (Lcl) - 1145 EDT

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

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

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

Make/Model	- PIPER PA-38-112	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	- 3600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 112 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 - 18.0 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>SUFFOLK CO.</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 60
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING IN FROM LANDING DURING A LEFT TURN, THE RIGHT MAIN LANDING GEAR COLLAPSED.



Brief of Incident (Continued)

File No. - 5113

7/23/82

WESTHAMPTON BEACH, NY

A/C Reg. No. N26005

Time (Lc1) - 1145 EDT

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Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
  2. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5087      7/28/82      FLUSHING, NY      A/C Reg. No. N64323      Time (Lc1) - 1620 EDT

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

Type Operating Certificate-AIR CARRIER	DOMESTIC/FLAG	Aircraft Damage	Injuries			
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	Fire	Crew 0	0	0	8
Incident Occurred During	-LANDING	NONE	Pass 0	0	0	121

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

Make/Model	- BOEING 727-231	Eng Make/Model	- P & W JT8D-9A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 173000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 146	Rated Power	- 14500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	ORLANDO, FL	
Completeness	Destination	Airport Data
Basic Weather	FLUSHING, NY	LAGUARDIA
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 22
Cloud Conditions(1st)	- IFR	Runway Lth/Wid
Cloud Conditions(2nd)	Type of Clearance	- 7000/ 150
Obstructions to Vision	- TOWER	Runway Surface
Precipitation	Type Apch/Lndg	- CONCRETE
Condition of Light	- ILS - COMPLETE	Runway Status
		- WET

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5682	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- 4338	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWA FLT 524, A BOEING 727-231, WAS EXECUTING AN ILS RWY 22 APCH TO LAGUARDIA AIRPORT WHEN IT ENCOUNTERED LOW LEVEL WINDSHEAR ON FINAL APCH. THE APCH WAS CONDUCTED IN IMC. THE CREW REPORTED THAT THEY BROKE OUT AND OBSERVED THE RWY CENTERLINE LIGHTS AT 100FT ABOVE DECISION HEIGHT. THE APCH WAS STABILISHED UNTIL 50-100FT AGL WHEN THE NOSE SWUNG RAPIDLY TO THE RT TO 242DEG AND A HIGH RATE OF DESCENT DEVELOPED. THE CAPTAIN APPLIED LEFT RUDDER AND FULL POWER BUT WAS UNABLE TO ARREST THE DESCENT. FLT 524 TOUCHED DOWN NR THE INTXN OF RWYS 22 AND 13, BOUNCED, RETURNED TO THE RWY SURFACE AND ROLLED OUT ON THE RWY. THE NUMBER 7 AND 8 LEADING SLATS AND THEIR ACTUATORS WERE DMGD. THE RT TIP ALSO EXHIBITED MINOR DMG. THE WIND HAD CHGD FROM 230 DEG/06 KTS WHEN FLT 524 WAS AT THE OUTER MARKER TO 330 DEG/21 KTS GUSTING TO 48KTS SHORTLY AFTER TOUCHDOWN. THE CREW MONITORED THEIR WX RADAR DRG THE APCH AND NOTED A TSTM TO THE RIGHT. AN ACFT AT THE RWY 13 RUNUP PAD REPORTED THAT HEAVY RAIN AND A GUST FRONT HIT JUST PRIOR TO TWA'S TOUCHDOWN.

Brief of Incident (Continued)

File No. - 5087

7/28/82

FLUSHING,NY

A/C Reg. No. N64323

Time (Lc1) - 1620 EDT

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Occurrence #1            ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  3. UPDATING OF RECORDED WEATHER INFORMATION - NOT CORRECTED - ATC PERSONNEL(DEP/APCH)
  4. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
  5. WEATHER CONDITION - WINDSHEAR
  6. WEATHER CONDITION - LOW CEILING
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6019      9/27/82      HANCOCK, NY      A/C Reg. No. CGRMX      Time (Lc1) - 1430 EDT

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

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

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

Make/Model - GRUMMAN AMERICAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - NO -N/A
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	RICHMOND, VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WILKES-BARRE, PA	WHITE BIRCH FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 1910/ 70
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW PAST HIS DESTINATION. WHEN HE REALIZED HE WAS LOST, HE CHECKED THE VOR AND CHOSE TO LAND AT WHITE BIRCH FIELD. AFTER TOUCHDOWN, HE WAS UNABLE TO STOP ON THE REMAINING RUNWAY. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND STRUCK A FENCE. THE PILOT WAS AN EGYPTIAN CITIZEN THAT HAD PREVIOUSLY TRAVELED TO CANADA USING A WEST GERMAN PASSPORT.

Brief of Accident/Incident (Continued)

File No. - 6019

9/27/82

HANCOCK, NY

A/C Reg. No. CGRMX

Time (Lc1) - 1430 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 4,5,6

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5081      12/07/82      MONTICELLO, NY      A/C Reg. No. N3809E      Time (Lcl) - 1410 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	MINOR		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew 0	0	0	1
Incident Occurred During	-LANDING	NONE		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- AERONCA 11AC	Eng Make/Model	- CONTINENTAL C-85-8FJ	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

<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- 270/014 KTS</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>NEW MILFORD, CT</p> <p>Destination</p> <p>MONTICELLO, NY</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>SULLIVAN COUNTY</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 6300/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 120</p> <p>Make/Model- 17</p> <p>Instrument- 5</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 22</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AS THE FLIGHT MADE A THREE POINT LANDING IN STRONG, GUSTING, LEFT CROSSWINDS, A GUST OF WIND LIFTED THE AIRCRAFT'S LEFT WING. DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY. IT CAME TO REST AT THE BOTTOM OF A GRASSY SLOPE NEXT TO THE RUNWAY, INCURRING MINOR DAMAGE.

Brief of Incident (Continued)

File No. - 5081

12/07/82

MONTICELLO,NY

A/C Reg. No. N3809E

Time (Lc1) - 1410 EST

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Occurrence                      LOSS OF CONTROL - ON GROUND

Phase of Operation            LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. TERRAIN CONDITION - DOWNHILL
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3

Factor(s) relating to this incident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5034      4/09/82      YOUNGSTOWN, OH      A/C Reg. No. N7627U      Time (Lcl) - 0952 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	MINOR		Fatal	Injuries		
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	7
Incident Occurred During	-LANDING				0	0	101

-----Aircraft Information-----

Make/Model	- BOEING 727-200	Eng Make/Model	- P & W JT8D-7	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- UNK/NR
Max Gross Wt	- 161000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 146	Rated Power	- 14000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	CHICAGO, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	YOUNGSTOWN, OH	YOUNGSTOWN MUNICIPAL
Wind Dir/Speed - 010/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7492/ 150
Cloud Conditions(1st) - 600 FT OBSCURED	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - SNOW - WET
Obstructions to Vision - NONE		SLUSH
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 15237
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ABORTING ONE APPROACH AND HOLDING FOR SEVERAL MINUTES, THE FLIGHT WAS CLEARED FOR THE ILS APPROACH RUNWAY 32 AT 0947 EST. WHILE THE FLIGHT WAS HOLDING, THE CREW HAD SEVERAL CONVERSATIONS WITH APPROACH CONTROL AND THE COMPANY REPRESENTATIVE REGARDING RUNWAY CONDITIONS AND BRAKING ACTION. ON 2 OCCASIONS, THE UNITED CREW REQUESTED, THROUGH THE TOWER, THAT AIRPORT PERSONNEL INSPECT THE RUNWAY. THE TOWER WAS UNABLE TO CONTACT ANYONE AND STATED THAT THE LAST FIELD CONDITION REPORT WAS TAKEN AT 0815 EST. THE CREW WAS ALSO INFORMED THAT THE FIELD WAS COMPLETELY WHITED OUT AND THERE HAD BEEN NO PLOWING SINCE THE SNOW STARTED. THE APPROACH AND TOUCHDOWN WERE NORMAL WITH THE LEFT MAIN GEAR TOUCHING DOWN ABOUT 20 FT INSIDE THE LEFT EDGE OF THE RUNWAY ABOUT 1200 FT FROM THE THRESHOLD. THE LEFT MAIN GEAR LEFT THE RUNWAY APPROXIMATELY 400 FT LATER AND TRAVELED AN ADDITIONAL 750 FT BEFORE THE RIGHT GEAR RAN OFF THE RUNWAY. PRIOR TO STOPPING, THE CREW WAS ABLE TO GET THE RIGHT MAIN AND NOSE GEAR BACK ON THE RUNWAY.



Brief of Incident (Continued)

File No. - 5034

4/09/82

YOUNGSTOWN, OH

A/C Reg. No. N7627U

Time (Lcl) - 0952 EST

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Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - WHITEOUT
  2. AIRPORT SNOW REMOVAL - NOT PERFORMED - GROUND PERSONNEL
  3. IMPROPER USE OF FACILITY, INFORMATION UNAVAILABLE - AIRPORT PERSONNEL
  4. WEATHER CONDITION - SNOW
  5. WEATHER CONDITION - OBSCURATION
  6. WEATHER CONDITION - CROSSWIND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,4,5

Factor(s) relating to this incident is/are finding(s) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5106      5/21/82      DAYTON, OH      A/C Reg. No. N1124J      Time (Lcl) - 1723 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0	None
Incident Occurred During	-LANDING							44

-----Aircraft Information-----

Make/Model	- BAC 1-11-204AF	Eng Make/Model	- ROLLS ROYCE SPEY 506-14	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 73200	Engine Type	- TURBOJET	Weather Radar	- YES
No. of Seats	- 85	Rated Power	- 10410 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	COLUMBUS, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DAYTON, OH	COX INTERNATIONAL
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6999/ 150
Cloud Conditions(1st) - 300 FT INDEFINITE	Type of Clearance - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWER		
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)
ATP	Current - UNK/NR	Total - 14000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 10200
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THERE WAS A THUNDERSTORM AND LIGHTING OVER THE AIRPORT, SO THE AIRCREW HELD FOR ABOUT 7 TO 10 MIN. AFTER A BEECH BARON HAD LANDED, THEY BEGAN AN ILS APPROACH. AN 8 TO 10 DEG CRAB WAS NEEDED TO COMPENSATE FOR THE WIND ON FINAL APPROACH. THE FIRST OFFICER WAS FLYING THE AIRCRAFT. HE REPORTED THAT WIND SHEAR WAS ENCOUNTERED AT ABOUT 50 TO 100 FT AGL, BUT ONLY SLIGHT RUDDER WAS REQUIRED TO STRAIGHTEN THE AIRCRAFT. AFTER A NORMAL TOUCHDOWN SPEED BRAKES AND REVERSE THRUST WERE USED. THE AIRCRAFT VEERED LEFT AND THE REVERSE THRUST WAS CANCELLED. THE FIRST OFFICER REPORTED THAT RUDDER AND BRAKES WERE APPLIED, BUT BRAKING WAS NIL. HE TRIED REVERSE THRUST AGAIN. SUBSEQUENTLY, THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY. WHILE SCRUBBING MARKS WERE FOUND FROM ABOUT 1300 TO 3500 FT DOWN THE RUNWAY. THE RUNWAY WAS NOT GROOVED. ALSO, THE RUNWAY HAD LESS THAN THE 1 PERCENT GRADIENT THAT WAS RECOMMENDED BY FAA CIRCULAR, AC NO: 150/5325-2C.

Brief of Incident (Continued)

File No. - 5106

5/21/82

DAYTON,OH

A/C Reg. No. N1124J

Time (Lc1) - 1723 EDT

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Occurrence                    LOSS OF CONTROL - ON GROUND  
Phase of Operation        LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
  2. WEATHER CONDITION - CROSSWIND
  3. WEATHER CONDITION - WINDSHEAR
  4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
  5. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 6

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5096      7/29/82      COLUMBUS, OH      A/C Reg. No. N6292D      Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		MINOR						
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	2
Incident Occurred During	-MANEUVERING			0	0	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	- 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		OHIO STATE UNIVERSITY	
Wind Dir/Speed	- 360/007 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- 15000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- N/A
Cloud Conditions(2nd)	- 25000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2780	Last 24 Hrs - 3
SE LAND	Months Since -	Make/Model - 615	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 199	Last 90 Days - 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING STALL RECOVERY PRACTICE, THE RIGHT CONTROL YOKE JAMMED IN THE FULL FORWARD POSITION. RECOVERY WAS ACCOMPLISHED BY PLACING BOTH FEET ON THE INSTRUMENT PANEL FOR LEVERAGE THEN PULLING THE YOKE REARWARD. INVESTIGATION REVEALED THAT THE RH NYLON BEARING ON THE RIGHT CONTROL COLUMN HAD SLIPPED OUT OF THE GUIDE AND LODGED AGAINST THE EXTERIOR OF THE GUIDE ASSEMBLY.

Brief of Incident (Continued)

File No. - 5096

7/29/82

COLUMBUS,OH

A/C Reg. No. N6292D

Time (Lc1) - 1345 EDT

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Occurrence ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation MANEUVERING

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - JAMMED
  2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5011      3/16/82      CHICKASHA, OK      A/C Reg. No. N6838A      Time (Lcl) - 1020 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	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	1
Incident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 402C	Eng Make/Model - CONTINENTAL TS10-520-VB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 10	Rated Power - 325 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	CHICKASHA
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5100 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

<b>Pilot-In-Command</b>	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 12403
SE SEA	Months Since -	Make/Model- 146
	Aircraft Type - UNK/NR	Instrument- 754
GLIDER		Multi-Eng - 5621
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Rotorcraft - 32
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

A CHECKOUT WAS BEING PERFORMED WITH THE PIC IN THE RIGHT SEAT AND THE TRAINEE IN THE LEFT SEAT. AS POWER WAS INCREASED FOR TAKEOFF DURING A TOUCH AND GO LANDING, THE PIC HEARD THE PROPELLERS STRIKE THE RUNWAY. THE TRAINEE LIFTED THE AIRCRAFT OFF THE GROUND, BUT THE PIC ASSUMED COMMAND AND LANDED THE AIRPLANE BECAUSE OF THE UNKNOWN EXTENT OF DAMAGE TO THE PROPELLERS. HE STATED THT HE RETRACTED THE MAIN GEAR INTENTIONALLY TO REDUCE THE AIRCRAFT'S STOPPING DISTANCE. NO UNSAFE GEAR INDICATIONS WERE NOTED DURING THAT LANDING OR ANY OF THE PREVIOUS TOUCH AND GOS. PROPER OPERATION OF THE GEAR WARNING SYSTEMS WAS CONFIRMED. PIC STATED THAT A BUFFETING WAS EXPERIENCED DURING A PREVIOUS LANDING, BUT THE NOSE GEAR RETRACTION COULD NOT BE DUPLICATED DURING SUBSEQUENT TESTING.

Brief of Incident (Continued)

File No. - 5011

3/16/82

CHICKASHA,OK

A/C Reg. No. N6838A

Time (Lcl) - 1020 CST

-----  
Occurrence #1      NOSE GEAR COLLAPSED  
Phase of Operation      TAKEOFF

Finding(s)

1. UNDETERMINED
  2. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)
  4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND(CFI)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5077      12/22/82      KLAMATH FALLS,OR      A/C Reg. No. N5475M      Time (Lcl) - 1749 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER COMMUTER	Aircraft Damage MINOR		Injuries		
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Incident Occurred During -TAKEOFF			0	0	0
					2
					9

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-226TC	Eng Make/Model - GARRETT TPG331-3	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 19	Rated Power - 940 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	MEDFORD,OR	KINGSLEY FIELD
Wind Dir/Speed- 310/017 KTS	ATC/Airspace	Runway Ident - 14
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10301/ 150
Cloud Conditions(1st) - 300 FT	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7978
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 6
	Aircraft Type - SA-226	Make/Model- 3783
		Instrument- UNK/NR
		Last 30 Days- 78
		Last 90 Days- 235
		Multi-Eng - 5224

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ON RUNWAY 14 WITH THE WINDS FROM 310 DEG AT 17 KNOTS, SATISFACTORY ACCELERATION OCCURRED THROUGH 70 KNOTS FOLLOWED BY A SLOWING RATE OF ACCELERATION AT 80 KNOTS. THE CAPTAIN THEN REDUCED POWER AND SHORTLY THEREAFTER FELT THE LEFT MAIN TIRES STRIKE SOMETHING AND THE AIRCRAFT BEGAN A LEFT YAW. ATTEMPTS TO REGAIN DIRECTIONAL CONTROL WERE UNSUCCESSFUL AN N5475M ROLLED OFF THE EAST SIDE OF THE RUNWAY AND STRUCK A SNOWBANK. THE CREW SHUT DOWN THE ENGINES AND EVACUATED THE PASSENGERS. THE DOWNWIND TAKEOFF WAS NECESSITATED BY VISIBILITY REQUIREMENTS FOR THE DEPARTURE.



Brief of Incident (Continued)

File No. - 5077

12/22/82

KLAMATH FALLS,OR

A/C Reg. No. N5475M

Time (Lcl) - 1749 PST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. WEATHER CONDITION - UNFAVORABLE WIND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 3,4,5

Factor(s) relating to this incident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6011      2/25/82      HILTON HEAD, SC      A/C Reg. No. CGMYL      Time (Lcl) - 1950 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -FOREIGN - PRIVATE	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 3	0	0	0
Acc/Inc Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520L-3A	ELT Installed/Activated - UNK/NR
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 - 4	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	CHANTILLY, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HILTON HEAD, SC	Runway Ident - N/A
Wind Dir/Speed- 070/021 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3500 FT OVERCAST	Type of Clearance - RADAR ADVISORIES	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - UNK/NR		
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)
PRIVATE	Current - UNK/NR	Total - 400
SE LAND	Months Since -	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED DULLES INTERNATIONAL AIRPORT AT 1630 EST. NO FLIGHT PLAN WAS FILED. THE NEXT RADIO CONTACT WITH THE AIRCRAFT WAS BY BEAUFORT MARINE CORPS AIR STATION APPROACH CONTROL WHEN THE CONTROLLER TRANSMITTED THE ALTIMETER SETTING AND THE PILOT ACKNOWLEDGED. APPROXIMATELY 7 MINUTES LATER, THE PILOT REQUESTED AND RECEIVED VECTORS TO THE HILTON HEAD AIRPORT. AT 1947, THE PILOT WAS TOLD THAT HIS GYRO MIGHT BE ABOUT 30 DEGREES OFF AND WAS GIVEN A REVISED HEADING. APPROXIMATELY 2 MINUTES LATER, THE CONTROLLER TRANSMITTED "MIKE YANKEE LIMA, TURN RIGHT NOW, HEADING TWO FIVE ZERO". THE PILOT'S ACKNOWLEDGEMENT OF THAT STATEMENT WAS THE LAST TRANSMISSION RECEIVED FROM CGMYL. A SEARCH ENSUED, BUT NO MAJOR PIECES OF WRECKAGE WERE RECOVERED. A PLOT OF THE AIRCRAFT'S FLIGHT PATH REVEALED THAT ITS HEADING CHANGED BACK AND FORTH 5 TIMES IN THE LAST 2 MINUTES OF RECORDED FLIGHT. THREE PIECES OF WRECKAGE WASHED UP ON SHORE. ALL WERE IDENTIFIED AS BELONGING TO A CESSNA 210.

Brief of Accident/Incident (Continued)

File No. - 6011

2/25/82

HILTON HEAD, SC

A/C Reg. No. CGMYL

Time (Lcl) - 1950 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HAZE
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 3,4

Factor(s) relating to this incident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6013      8/31/82      PHILIP,SD      A/C Reg. No. CFHYE      Time (Lcl) - 1530 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Acc/Inc Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES-UNK/NR
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 - 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	HASTINGS,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALBERTA,CD	PHILIP
Wind Dir/Speed- 045/020 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 42	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 760
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 300
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 45
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

PILOT LOST DIRECTIONAL CONTROL DURING LANDING AND GROUNDLOOPED. PILOT STATED HE ENCOUNTERED A STRONG CROSSWIND GUST FROM A THUNDERSTORM IN THE AREA.

Brief of Accident/Incident (Continued)

File No. - 6013

8/31/82

PHILIP,SD

A/C Reg. No. CFHYE

Time (Lcl) - 1530 MDT

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Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 3

Factor(s) relating to this incident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5049      10/28/82      CLARKSVILLE, TN      A/C Reg. No. N4099A      Time (Lc1) - 0833 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
COMMUTER	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	0	0	0	2
Flight Conducted Under -14 CFR 135	NONE	0	0	0	0
Incident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH B99	Eng Make/Model - P & W PT6A-27	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10400	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 17	Rated Power - 680 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - IN PERSON	NASHVILLE, TN	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	CLARKSVILLE, TN	OUTLAW FIELD
Wind Dir/Speed- 140/002 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 100
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - IFR	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 4250
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 8
	Aircraft Type - B-99	Make/Model- 1275
		Instrument- 300
		Last 30 Days- 85
		Last 90 Days- 255
		Multi-Eng - 1600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THERE WERE NO PASSENGERS ON THE FLIGHT, THE COPILOT WAS FLYING THE LEG FROM THE LEFT SEAT. ON ARRIVAL OVER CLARKSVILLE, THE CAPTAIN INSTRUCTED THE FIRST OFFICER TO EXECUTE A SHORT FIELD LANDING. THE APPROACH WAS NORMAL UNTIL THE AIRCRAFT WAS FLARED HIGH AND CONSEQUENTLY LANDED HARD. DURING ROLL OUT THE RIGHT MAIN GEAR COLLAPSED INTO THE WHEEL WELL AND THE RIGHT WING AND PROPELLER SETTLED ONTO THE RUNWAY. INVESTIGATION REVEALED THAT THE RIGHT MAIN GEAR LOCK LINK WAS FRACTURED IN THREE PLACES. A METALLURGICAL EXAMINATION OF THE FRACTURES INDICATED THAT THEY HAD OCCURRED IN OVERLOAD.

Brief of Incident (Continued)

File No. - 5049

10/28/82

CLARKSVILLE, TN

A/C Reg. No. N4099A

Time (Lc1) - 0833 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. FLARE - IMPROPER - COPILOT  
-----

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)  
2. LANDING GEAR, GEAR LOCKING MECHANISM - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5104      12/26/82      MEMPHIS,TN      A/C Reg. No. N6810      Time (Lcl) - 0810 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0	None
Incident Occurred During	-APPROACH							7
								51

-----Aircraft Information-----

Make/Model	- BOEING 727-223	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 178500	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 154	Rated Power	- 15500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - UNK/NR	DALLAS/FT WORTH,TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MEMPHIS,TN	MEMPHIS INTL
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 36R
Visibility - 2.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8400/ 150
Cloud Conditions(1st) - 400 FT OVERCAST	Type of Clearance - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
ATP	Current - YES	Total - 11400
	Months Since -	Make/Model- 4100
	Aircraft Type - BOEING	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A GO-AROUND FROM AN ILS APPROACH, THE LEFT WING TIP WAS DRAGGED. THIS RESULTED IN MINOR DAMAGE TO THE LEADING EDGE SLATS, TRAILING EDGE FLAPS AND OUTBOARD FLAP TRACK HOUSING ON THE LEFT WING. AN UNEVENTFUL LANDING WAS MADE AFTER THE GO-AROUND. THE AIRCRAFT WAS SUBSEQUENTLY FERRIED TO THE COMPANY'S MAINTENANCE FACILITY WHERE THE FLIGHT DIRECTOR WAS REMOVED.



Brief of Incident (Continued)

File No. - 5104

12/26/82

MEMPHIS, TN

A/C Reg. No. N6810

Time (Lc1) - 0810 CST

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Occurrence            DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - RAIN
  4. FLIGHT/NAV INSTRUMENTS, ATTITUDE DIRECTOR IND(ADI) - UNDETERMINED
  5. GO-AROUND - PERFORMED - PILOT IN COMMAND
  6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 6

Factor(s) relating to this incident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5069      2/19/82      HARLINGEN, TX      A/C Reg. No. XAMEJ      Time (Lcl) - 1815 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	DOMESTIC/FLAG	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	0	0	7
Incident Occurred During	-LANDING		Pass	0		0	0	76

-----Aircraft Information-----

Make/Model	- BOEING B-727-200	Eng Make/Model	- P & W JT8D-17R	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 191000	Engine Type	- TURBOJET	Weather Radar	- YES
No. of Seats	- 155	Rated Power	- 17000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - RADIO	MONTERREY, MX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HARLINGEN, TX	HARLINGEN IND. AIR PARK
Wind Dir/Speed - 010/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8300/ 150
Cloud Conditions(1st) - 400 FT OVERCAST	Type of Clearance - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WATER COVERED
Obstructions to Vision - UNK/NR		
Precipitation - RAIN		
Condition of Light - DUSK		

-----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 FAA CONTROL TOWER OPERATOR STATED THAT THE AIRCRAFT LANDED LONG AND FAST DURING A HEAVY THUNDERSTORM. INVESTIGATION REVEALED THAT THE AIRCRAFT TOUCHED DOWN ABOUT MIDWAY DOWN RUNWAY 17R WHICH IS 8300' LONG. EVIDENCE ALSO INDICATED THAT THE AIRCRAFT HYDROPLANED THE LAST 2000' OF THE RUNWAY BEFORE RUNNING 300' OFF THE END. A READOUT OF THE FDR INDICATED THAT THE AIRCRAFT TOUCHED DOWN AT 154 KNOTS IAS (24 KNOTS FASTER THAN TARGETED) WITH AN 8 KNOT TAILWIND.

Brief of Incident (Continued)

File No. - 5069

2/19/82

HARLINGEN, TX

A/C Reg. No. XAMEJ

Time (Lc1) - 1815 CST

---

Occurrence

OVERRUN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6002      2/25/82      DEL RIO, TX      A/C Reg. No. XAIJI      Time (Lcl) - 1745 EST

-----Basic Information-----

Type Operating Certificate	OPERATING CERTIFICATE	Aircraft Damage					
	COMMERCIAL OPERATOR	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-	NONE	Pass	0	0	0	1
Acc/Inc Occurred During	-LANDING						4

-----Aircraft Information-----

Make/Model	- PIPER PA-23	Eng Make/Model	- LYCOMING TIO-540-C1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 8750	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 6	Rated Power	- 295 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	MONTERREY, MX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	PIEDRA NEGRAS, MX	DEL RIO INTL
Wind Dir/Speed	- 350/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 2.000 SM	Type of Flight Plan	- 13
Cloud Conditions(1st)	- 2800 FT OVERCAST	- IFR	Runway Lth/Wid
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- 4500/ 75
Obstructions to Vision	- NONE	- IFR	Runway Surface
Precipitation	- RAIN	Type Apch/Lndg	- ASPHALT
Condition of Light	- DUSK	- ILS - LOCALIZER ONLY	Runway Status
			- WET

-----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	Current - NO	Total - 375	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since -	Make/Model - 375	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 25
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MEXICAN AIR TAXI FLIGHT DIVERTED TO DEL RIO, TEXAS AFTER ENCOUNTERING ICING CONDITIONS, HEAVY RAIN, AND HAIL. THE PLANE WAS VECTORED AND CLEARED FOR AN ILS LOCALIZER APPROACH TO RUNWAY 13. DURING LANDING, THE SURFACE WIND WAS FROM 350 DEGREES AT 15 GUSTING 20 KNOTS. THE AIRCREW WERE UNABLE TO STOP ON THE WET RUNWAY AND THE LANDING GEAR COLLAPSED AFTER THE PLANE WENT OFF OF THE DEPARTURE END.

Brief of Accident/Incident (Continued)

File No. - 6002

2/25/82

DEL RIO, TX

A/C Reg. No. XAIJI

Time (Lcl) - 1745 EST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - HAIL
3. WEATHER CONDITION - ICING CONDITIONS
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - TAILWIND
7.    WRONG RUNWAY - SELECTED - PILOT IN COMMAND
8.    IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. TERRAIN CONDITION - WET
10.    GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

11. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 7,10

Factor(s) relating to this incident is/are finding(s) 1,2,3,5,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5029      3/20/82      HOUSTON, TX      A/C Reg. No. N87Y      Time (Lc1) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR				
Type of Operation -EXECUTIVE	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Incident Occurred During -TAXI			0	0	0
					None
					2
					0

-----Aircraft Information-----

Make/Model - ROCKWELL NA-265-80	Eng Make/Model - GENERAL ELECT GE CF-700-2DELT	Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 20000	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 12	Rated Power - 4500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	NEW YORK, NY	HOUSTON INTERCONTINENTAL
Wind Dir/Speed- 100/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 900 FT BROKEN	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(2nd) - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6900
SE LAND, ME LAND	Months Since -	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 38
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 52
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

DURING TAXI FOR TAKEOFF, NOSEWHEEL STEERING WAS LOST AND THE AIRCRAFT DEPARTED THE TAXIWAY AND WENT DOWN AN EMBANKMENT AND INTO A DRAINAGE DITCH CAUSING MINOR DAMAGE. DURING THE HYDRAULIC SYSTEM CHECK-OUT, THE HYDRAULIC PUMP MOTOR WAS FOUND BURNT OUT. THE HYDRAULIC PRESSURE CONTROL SWITCH WOULD NOT OPEN WHEN THE SYSTEM PRESSURE REACHED PRESCRIBED LIMITS. ADDITIONALLY, THE HYDRAULIC PUMP TIMING RELAY WAS FOUND TO BE INOPERATIVE REGARDLESS OF THE LENGTH OF TIME THAT D.C. POWER WAS APPLIED.

Brief of Incident (Continued)

File No. - 5029

3/20/82

HOUSTON, TX

A/C Reg. No. N87Y

Time (Lcl) - 0915 CST

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. HYDRAULIC SYSTEM,PRESSURE REGULATOR - JAMMED
2. SAFETY SYSTEM(OTHER) - INOPERATIVE
3. HYDRAULIC SYSTEM,PUMP - OVERTEMPERATURE
4. HYDRAULIC SYSTEM,PUMP - FAILURE,TOTAL
5. FLUID,HYDRAULIC - NO PRESSURE

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

6. LANDING GEAR,NOSEWHEEL STEERING - DISABLED
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. LANDING GEAR,NORMAL BRAKE SYSTEM - DISABLED
9. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND
10. LANDING GEAR,EMERGENCY BRAKE SYSTEM - DISABLED
11. BRAKES(EMERGENCY) - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

12. TERRAIN CONDITION - DOWNHILL
13. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4,5,6,8,10

Factor(s) relating to this incident is/are finding(s) 12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5068      7/03/82      NEAR MERTZON, TX      A/C Reg. No. N73983      Time (Lc1) - 1113 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation -OTHER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Incident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BELL 47G2A1	Eng Make/Model - LYCOMING VO-435-A1E	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 165/025 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1464
SE LAND	Months Since - UNK/NR	Make/Model- 186
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 119
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 33
		Rotorcraft - 186

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE THE AIRCRAFT WAS BEING HOVERED LOW AND SLOW AROUND A WATER TROUGH, DIRECTIONAL CONTROL WAS LOST. THE PILOT AUTOROTATED TO THE GROUND AND ON TOUCHDOWN THE RIGHT SKID BUCKLED AND THE TAILROTOR GEARBOX SEPARATED WHEN IT STRUCK AN ANT HILL. THE PILOT ORIGINALLY REPORTED THAT ONE OF THE TAILROTOR BLADES HAD SEPARATED IN WHAT APPEARED TO BE FATIGUE. HOWEVER METALLURGICAL EXAMINATION OF THE FAILED PARTS INDICATED THAT ALL OF THE FRACTURES HAD OCCURED IN OVERLOAD. THE REPORTED WINDS WOULD HAVE BEEN CONDUCIVE TO LOSS OF TAILROTOR EFFECTIVENESS AT LOWER AIRSPEEDS.



Brief of Incident (Continued)

File No. - 5068

7/03/82

NEAR MERTZON, TX

A/C Reg. No. N73983

Time (Lc1) - 1113 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PROPER DESCENT RATE - NOT OBTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3,4

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5091      8/16/82      EL PASO, TX      A/C Reg. No. N1969J      Time (Lcl) - 1420 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR		Fatal	Injuries	
Type of Operation -BUSINESS	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Incident Occurred During -DESCENT				0	0
					None

-----Aircraft Information-----

Make/Model - CESSNA 421B	Eng Make/Model - LYCOMING LTP101-600A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6800	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 599 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	AUSTIN, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	EL PASO, TX	EL PASO INT'L
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9008/ 150
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT OVERCAST	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5535
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 43
		Instrument- 570
		Last 30 Days- UNK/NR
		Last 90 Days- 125
		Multi-Eng - 3400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N1969J IS A 1974 CESSNA 421B MODIFIED BY A RILEY CONVERSION KIT. THE AIRCRAFT WAS DESCENDING THROUGH ABOUT 1900 FT MSL WHEN, WITHOUT PREVIOUS WARNING, IT YAWED LEFT. THE PILOT REPORTED THAT THE ACFT THEN IMMEDIATELY YAWED SEVERELY TO THE RIGHT AND BEGAN TO PRODUCE A HIGH-PITCHED WHINING NOISE. THE RIGHT ENGINE THEN EXPLODED. ENGINE DEBRIS PENETRATED THE CABIN WALL AND WINDOWS AND STRUCK THE PILOT CAUSING MINOR INJURIES. THE PILOT SECURED THE RT ENGINE, FEATHERED THE PROPELLER AND LANDED AT EL PASO WITHOUT FURTHER INCIDENT. EXAMINATION OF THE ENGINE REVEALED THAT THE POWER TURBINE WHEEL HAD DISINTEGRATED INFILIGHT. INTERNAL EXAMINATION REVEALED A BROKEN N2 ACCESSORY IDLER GEAR WHICH EXHIBITED A FATIGUE FRACTURE. A LOOSE NUT SECURING THE N2 ACCESSORY IDLER GEAR AND N2 SPEED DISC ALLOWED RELATIVE MOVEMENT AND WEAR OF THESE PARTS. FATIGUE OF THE IDLER GEAR CAUSED A LOSS OF DRIVE TO THE OVERSPEED GOVERNOR AND ALLOWED THE ENGINE TO OVERSPEED. THE MANUFACTURER IS REDESIGNING THE ASSEMBLY.

Brief of Incident (Continued)

File No. - 5091

8/16/82

EL PASO, TX

A/C Reg. No. N1969J

Time (Lc1) - 1420 MDT

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ACCESSORY DRIVE ASSY - LOOSE
2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
4. ACCESSORY DRIVE ASSY, DRIVE GEAR - FATIGUE
5. ACCESSORY DRIVE ASSY, DRIVE GEAR - FAILURE, TOTAL
6. TURBINE ASSEMBLY, TURBINE BLADE - OVERSPEED
7. TURBINE ASSEMBLY, TURBINE WHEEL - DISINTEGRATED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

Factor(s) relating to this incident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5105      10/18/82      HOUSTON, TX      A/C Reg. No. N536TX      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	DOMESTIC/FLAG	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	5
Incident Occurred During	-TAKEOFF			0	0	0	60

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-9-30	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 110	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	HOUSTON INTERNATIONAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - UNK/NR		

-----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)
ATP	Current - YES	Total - UNK/NR
ME LAND	Months Since -	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-----

THE AIRCRAFT'S RIGHT NOSE LANDING GEAR TIRE TREAD SEPARATED DURING THE TAKEOFF ROLL. THE TREAD SEPARATION RESULTED IN DAMAGE TO THE GROUND SHIFT MECHANISM, NOSE GEAR DOOR, TAXI LIGHT AND THE EE COMPARTMENT DOOR. THE FLIGHT RETURNED TO THE DEPARTURE AIRPORT. DURING THE LANDING ROLL, WITH THE ANTI-SKID "ON", NO BRAKING ACTION WAS AVAILABLE; HOWEVER, THE AIRCRAFT WAS STOPPED BY USING REVERSE THRUST. AN INVESTIGATION REVEALED THAT THE DAMAGED SHIFT MECHANISM RESULTED IN A FAULTY SIGNAL TO THE ANTI-SKID SYSTEM, PLACING THE BRAKE SYSTEM IN AN "AIRBORNE" MODE. AN INSPECTION OF THE TIRE REVEALED THAT A LINER REPAIR HAD BEEN STITCHED INTO PLACE OVER A CUT REGION. THERE WAS EVIDENCE THAT THE CUT OCCURRED FROM A PUNCTURE. AC145-4, "INSPECTION, RETREAD REPAIR, AND ALTERATIONS OF AIRCRAFT TIRES GENERALLY RECOMMENDED AGAINST ANY ATTEMPT TO REPAIR CUTS THROUGH MORE THAN 40% OF THE PLY AND SPECIFICALLY STATES THAT TIRES WITH PUNCTURES ARE NON-REPAIRABLE.

Brief of Incident (Continued)

File No. - 5105

10/18/82

HOUSTON, TX

A/C Reg. No. N536TX

Time (Lcl) - UNK/NR

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Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, PARTIAL
  2. LANDING GEAR, TIRE - SEPARATION
  3. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - OVERLOAD
  4. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6018      5/22/82      ROCHE HARBOR, WA      A/C Reg. No. CFQDQ      Time (Lcl) - 1720 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - FOREIGN - PRIVATE	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Acc/Inc Occurred During -LANDING		0	0	0	1

-----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 - NO
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - RADIO	BELLINGHAM, WA	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	ROCHE HARBOR, WA	ROCHE HARBOR
Wind Dir/Speed- 200/020 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 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 - 23	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, SE SEA	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-----

THE AIRCRAFT DRIFTED OFF THE RUNWAY DURING LANDING AND COLLIDED WITH A DITCH. THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident/Incident (Continued)

File No. - 6018

5/22/82

ROCHE HARBOR, WA

A/C Reg. No. CFQDQ

Time (Lcl) - 1720 PDT

-----  
Occurrence #1            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - CROSSWIND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 3,4

Factor(s) relating to this incident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6003      6/16/82      ROCHE HARBOR, WA      A/C Reg. No.   CGLXJ      Time (Lc1) - 1200 PDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED		Fatal	Injuries		
Type of Operation	-FOREIGN - PRIVATE	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Acc/Inc Occurred During	-LANDING						2

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- CALM	ROCHE HARBOR	
Visibility	- 15.0 SM	Runway Ident	- 24
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 4000/ 50
Cloud Conditions(2nd)	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 3300	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since -	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN HARD ON LANDING, BOUNCED AND DIRECTIONAL CONTROL WAS LOST. THE AIRCRAFT THEN GROUNDLOOPED AND WENT THROUGH THE AIRPORT FENCE. THE PILOT AND HIS TWO PASSENGERS WERE NOT INJURED.



Brief of Accident/Incident (Continued)

File No. - 6003

6/16/82

ROCHE HARBOR, WA

A/C Reg. No. CGLXJ

Time (Lc1) - 1200 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 CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3        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/incident is/are finding(s) 1,2,3

Factor(s) relating to this incident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6005      8/01/82      FRIDAY HARBOR,WA      A/C Reg. No. CGZDT      Time (Lcl) - 1425 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation -EXECUTIVE	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Acc/Inc Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	VICTORIA,BC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FRIDAY HARBOR,WA	FRIDAY HARBOR/SEAPLANE B.
Wind Dir/Speed- 090/018 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000 -UNK/NR
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Cloud Conditions(2nd) - 3500 FT OVERCAST	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1640
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 370
		Multi-Eng - 955
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS MAKING A WATER LANDING, EVERYTHING WAS NORMAL UNTIL AFTER TOUCHDOWN. AS THE ACFT DECELERATED "OFF THE STEP," THE RIGHT FLOAT ROSE OFF THE WATER AS IF IT RODE OVER A SWELL OR ENCOUNTERED AN OBJECT. WHEN THE FLOAT CONTACTED THE WATER AGAIN, THE RIGHT FRONT WHEEL REPORTEDLY DUG INTO THE WATER. THE RIGHT WING TIP THEN CONTACTED THE WATER & THE ACFT PIVOTED 180 DEG BEFORE COMING TO REST. THE ACFT THEN OVERTURNED AS THE PILOT WAS EXITING. THE PLT STATED THERE WERE NUMEROUS BOATS IN THE AREA & HE HAD TO SEQUENCE AMONG THEM DURING THE LANDING.

Brief of Accident/Incident (Continued)

File No. - 6005

8/01/82

FRIDAY HARBOR, WA

A/C Reg. No. CGZDT

Time (Lc1) - 1425 PDT

-----  
Occurrence #1        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
  2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

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Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5046      9/22/82      CASHMERE, WA      A/C Reg. No. N52716      Time (Lcl) - 1455 PDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage		Fatal	Injuries		
	ON-DEMAND AIR TAXI	NONE			Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Incident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO-360-A1B6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BELLINGHAM, WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WENATCHEE, WA	
Wind Dir/Speed - 110/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1402
SE LAND	Months Since -	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model - 162
		Instrument - 67
		Last 30 Days - UNK/NR
		Last 90 Days - 221

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING THROUGH 7500 FT THE PILOT OBSERVED SMOKE ENTERING THE COCKPIT FROM THE INSTRUMENT PANEL AREA. AN ATTEMPT WAS MADE TO ISOLATE THE SOURCE BY SHUTTING OFF VARIOUS ELECTRICAL COMPONENTS. THE SMOKE CONTINUED TO APPEAR INTERMITTENTLY BEFORE THE AIRCRAFT REACHED ITS INTENDED DESTINATION. LATER INVESTIGATION REVEALED THAT A SLIGHT OIL LEAK ALLOWED OIL TO DROP ONTO A HEATED EXHAUST SHROUD AND PRODUCE SMOKE WHICH WAS INGESTED INTO THE COCKPIT THROUGH A DEFROSTER VENT UNDER CERTAIN CONDITIONS. THE OIL LEAK WAS FROM THE LEFT REAR ROCKER COVER.

Brief of Incident (Continued)

File No. - 5046

9/22/82

CASHMERE,WA

A/C Reg. No. N52716

Time (Lcl) - 1455 PDT

-----  
Occurrence           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation   DESCENT - NORMAL

Finding(s)

1. LUBRICATING SYSTEM - LEAK
2. FUSELAGE,CREW COMPARTMENT - SMOKE

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5059      7/31/82      OSHKOSH,WI      A/C Reg. No. N21254      Time (Lc1) - 0739 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Incident Occurred During -APPROACH					

-----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 - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	COVINGTON,KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OSHKOSH,WI	WITTMAN FIELD
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5215/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 378
SE LAND	Months Since -	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 259
		Instrument- 72
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ENTERED TRAFFIC PATTERN DOWNWIND AS NUMBER 3 FOR LANDING. TRAFFIC PATTERN SPACING REQUIRED A THREE MILE FINAL APPROACH OVER LAKE WINNEBAGO. THE PILOT STATED THAT THERE WERE TWO SLOWER AIRCRAFT PRECEEDING HIM AND THAT SPACING BETWEEN AIRCRAFT WAS DIFFICULT TO MAINTAIN. FULL FLAPS AND CARBURETOR HEAT WAS APPLIED AND SHORTLY THEREAFTER THE ENGINE "STARTED RUNNING ROUGH". FULL THROTTLE WAS APPLIED BUT THE ENGINE DID NOT RESPOND. THE PILOT ATTEMPTED TO TURN OUT OF THE PATTERN AND "THE AIRSPEED AND ALTITUDE DECREASED QUICKLY". THE PILOT THEN STALLED THE AIRCRAFT INTO THE LAKE. EXAMINATION OF THE AIRCRAFT ENGINE DISCLOSED NO MALFUNCTION TO THE ENGINE OPERATION.

Brief of Incident (Continued)

File No. - 5059

7/31/82

OSHKOSH,WI

A/C Reg. No. N21254

Time (Lc1) - 0739 CDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

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 incident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5052      9/01/82      APPLETON, WI      A/C Reg. No. N261S      Time (Lcl) - 1903 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	COMMUTER	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, TRAINING	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Incident Occurred During	-LANDING			0	0	0	2
				0	0	0	0

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-226TC	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP	Weather Radar	- UNK/NR
No. of Seats	- 18	Rated Power	- 940 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	OUTAGAMIE CO. A/P
Wind Dir/Speed	- 240/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 21
Cloud Conditions(1st)	- 5000 FT SCATTERED	Type of Clearance	- 7001/ 150
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 7214
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 1357
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN GEAR "IN TRANSIT" LIGHT REMAINED ON AFTER GEAR RETRACTION ON A TRAINING FLIGHT. VARIOUS METHODS OF REMEDIAL ACTION DID NOT CURE THE PROBLEM. A LANDING ON RUNWAY 21 WAS EXECUTED WITH THE NOSE AND LEFT MAIN GEAR IN THE DOWN POSITION. THE RIGHT GEAR REMAINED IN TRANSIT. DIRECTIONAL CONTROL WAS MAINTAINED NEARLY THROUGHOUT THE LANDING ROLL. PRIOR TO THIS FLIGHT, COMPANY MAINTENANCE PERSONNEL HAD INSPECTED THE GEAR IN COMPLIANCE WITH A TELEGRAPHIC MESSAGE FROM THE MANUFACTURER. THE INSPECTION WAS INITIATED BY ONE MAINTENANCE SHIFT AND COMPLETED BY ANOTHER. INSUFFICIENT INFORMATION WAS PASSED BETWEEN THE SHIFTS TO ENSURE THAT GEAR DOOR WAS PROPERLY RE-RIGGED. DURING GEAR EXTENSION, THE DOOR JAMMED PREVENTING COMPLETE EXTENSION OF THE GEAR.



Brief of Incident (Continued)

File No. - 5052

9/01/82

APPLETON, WI

A/C Reg. No. N261S

Time (Lcl) - 1903 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, LANDING GEAR - MOVEMENT RESTRICTED
  2. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
  3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
  4. LANDING GEAR, MAIN GEAR - JAMMED
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5012      1/12/82      CLARKSBURG, WV      A/C Reg. No. N615KC      Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
COMMUTER	MINOR				
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	Serious	Minor
Incident Occurred During -TAXI			0	0	0
					None
					2
					0

-----Aircraft Information-----

Make/Model - EMBRAER EMB-110P1	Eng Make/Model - P & W PT6A-34	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 13000	Engine Type - TURBOPROP	Weather Radar - UNK/NR
No. of Seats - 20	Rated Power - 750 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	GREENSBORO, NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BECKLEY, WV	BENEDUM
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5200/ 150
Cloud Conditions(1st) - 1500 FT SCATTERED	Type of Clearance - IFR	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 6200
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1260
		Instrument- 643
		Last 30 Days- UNK/NR
		Last 90 Days- 230
		Multi-Eng - 4580

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI OUT FROM GREENSBORO, NC, THE CAPTAIN NOTED THAT THE AIRCRAFT WAS PULLING TO THE RIGHT. THE PROBLEM ALLEVIATED ITSELF WHEN THE PILOT TAPPED THE RIGHT BRAKE. AFTER A NORMAL TAKEOFF, THE COPILOT NOTICED DURING GEAR RETRACTION THAT THE RIGHT MAIN WHEEL APPEARED TO BE CANTED OUT OF POSITION. AFTER THE GEAR RETRACTION CYCLE, THE GEAR IN-TRANSIT LIGHT REMAINED ILLUMINATED AND THE CREW DECIDED TO DIVERT TO THE OPERATORS BASE AT CLARKSBURG, WV. AFTER BURNING OFF FUEL, THE GEAR WAS LOWERED FOR LANDING AND IT WAS NOTED THAT THE RIGHT MAIN WHEEL WAS ROTATED 90 DEGREES TO ITS NORMAL POSITION. THE ENSUING PRECAUTIONARY LANDING WAS NORMAL WITH NO DAMAGE OR INJURY. INVESTIGATION REVEALED THAT THE RIGHT GEAR TORQUE LINK ASSEMBLY HAD BROKEN DUE TO STRIPPED THREADS ON SEVERAL OF THE ATTACHING BOLTS. THE STRIPPED THREADS ALLOWED A SIDE LOAD TO SHEAR THE LOCKING PLATE DURING NORMAL GROUND OPERATIONS. A REVIEW OF THE MAINTENANCE MANUAL REVEALED SPECIFIC TORQUE VALUES WERE NOT LISTED, THUS ALLOWING THE BOLTS TO BE UNDER TORQUED.

Brief of Incident (Continued)

File No. - 5012

1/12/82

CLARKSBURG, WV

A/C Reg. No. N615KC

Time (Lc1) - 1045 EST

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDERTORQUED
  2. MAINTENANCE, ADJUSTMENT - NOT UNDERSTOOD - COMPANY MAINTENANCE PSNL
  3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
  4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - CROSS/STRIPPED THREADED
  5. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,3,4

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5112      11/14/82      CLARKSBURG,WV      A/C Reg. No. N8432Q      Time (Lc1) - 1107 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR				
Type of Operation - FERRY	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Incident Occurred During -LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-510-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MARLBORO,MA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DUMAS,AR	BENEDUM
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 150
Cloud Conditions(1st) - 10000 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1389
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 15
		Instrument- 84
		Last 30 Days- UNK/NR
		Last 90 Days- 133
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN TENTATIVELY SOLD TO THE 2 PASSENGERS AND WAS BEING FLOWN FROM MARLBORO, MA TO DUMAS, AR WITH A REFUELING STOP AT CLARKSBURG, WV. SHORTLY AFTER TAKING OFF FROM CLARKSBURG, A RADIO PROBLEM WAS ENCOUNTERED. THE PILOT WAS CLEARED TO LAND ON RUNWAY 21 (VIA GREEN LIGHT FROM THE TOWER). REPORTEDLY, THE LANDING TOUCHDOWN WAS NORMAL, BUT DURING THE ROLL-OUT, THE LEFT GEAR COLLAPSED AND THE AIRCRAFT SUSTAINED MINOR DAMAGE. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE MAIN ATTACHING BOLT, LOCATED IN THE GEAR BOX, UNDER THE FUSELAGE, HAD FAILED. SUBSEQUENTLY, THE LEFT MAIN LANDING GEAR HAD FAILED AFT AND THE TIRE AND HAD SEPARATED FROM THE LEFT WHEEL. A METALLURGICAL EXAMINATION OF THE FAILED BOLT, REVEALED INDICATIONS OF CORRODED INTERGRANULAR FRACTURE MODE IN A CRESCENT SHAPED AREA. THE REMAINING PORTION OF THE FRACTURE HAD CLEAN DUCTILE DIMPLES, TYPICAL OF OVERSTRESS.

Brief of Incident (Continued)

File No. - 5112

11/14/82

CLARKSBURG,WV

A/C Reg. No. N8432Q

Time (Lcl) - 1107 EST

-----  
Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FATIGUE
2. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5102      5/18/82      GILLETTE,WY      A/C Reg. No. N114GA      Time (Lcl) - 2022 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR		Fatal	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	3
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	18
Incident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN G-159C	Eng Make/Model - ROLLS ROYCE DART 529-8Z	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 36000	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 37	Rated Power - 2000 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	DENVER,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GILLETTE,WY	GILLETTE-CAMPBELL COUNTY
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6507/ 75
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 8000 FT BROKEN	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 8284
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 3
	Aircraft Type - G-159C	Make/Model- 67
		Last 30 Days- 57
		Instrument- 708
		Last 90 Days- 57
		Multi-Eng - 6669

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, A THUNDERSTORM WAS LOCATED ABOUT 6 MI SOUTHEAST OF THE AIRPORT AND ANOTHER WAS ABOUT 8 TO 10 MI NORTHWEST. REPORTEDLY, THE WIND WAS VARIABLE FROM 090 TO 180 DEG AT 10, GUSTING 25 KTS. WHILE LANDING ON A 75 FT WIDE RUNWAY, THE AIRCRAFT BEGAN TO VEER LEFT. NOSE WHEEL STEERING, BRAKES AND RUDDER WERE APPLIED, BUT NOT SUFFICIENTLY (IN TIME AND AMOUNT) TO PREVENT THE LEFT MAIN GEAR FROM GOING OFF THE RELATIVELY NARROW RUNWAY. THE LEFT GEAR ENCOUNTERED MUDDY TERRAIN NEXT TO THE RUNWAY, AND SHORTLY THEREAFTER, THE AIRCRAFT CROSSED A MID-FIELD TAXIWAY. AT THAT TIME, THE LEFT MAIN GEAR COLLAPSED.

Brief of Incident (Continued)

File No. - 5102

5/18/82

GILLETTE,WY

A/C Reg. No. N114GA

Time (Lcl) - 2022 MDT

---

Occurrence            LOSS OF CONTROL - ON GROUND

Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. WEATHER CONDITION - CROSSWIND
  4. WEATHER CONDITION - GUSTS
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 5

Factor(s) relating to this incident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Incident

File No. - 5109      6/08/82      GILLETTE,WY      A/C Reg. No. N159AN      Time (Lcl) - 1724 MDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
DOMESTIC/FLAG	NONE				
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious    Minor    None
Incident Occurred During	-LANDING			0	0      0      3
				0	0      0      26

-----Aircraft Information-----

Make/Model	- GRUMMAN G-159C	Eng Make/Model	- ROLLS ROYCE DART 529-8Z	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 36000	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 37	Rated Power	- 2000 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	GILLETTE-CAMPBELL COUNTY	
Wind Dir/Speed	- 280/015 KTS	Runway Ident	- 33
Visibility	- 20.0 SM	Runway Lth/Wid	- 6507/ 75
Cloud Conditions(1st)	- 800 FT SCATTERED	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 1100 FT BROKEN	Runway Status	- WET
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 5000
SE LAND,ME LAND	Months Since -	Make/Model	- 500
	Aircraft Type - G-159C	Instrument	- 300
		Multi-Eng	- 4700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A SCHEDULED, DOMESTIC, PAX FLT. THE COPLT WAS THE COMPANY'S CHIEF PLT AND WAS FLYNG THE ACFT FROM THE LEFT SEAT. HE WAS UNDER SUPERVISION OF THE PILOT-IN-COMMAND (PIC) WHO WAS IN THE RT SEAT. DRG ARRIVAL, THE CREW ELECTED TO MAKE A LOCALIZER-ONLY APCH TO RWY 33 WHICH WAS WET. JUST PRIOR TO LNDG, THE WIND WAS REPORTED FROM 280 DEG AT 15 KNTS. (ACCORDING TO AN OFFICIAL WX OBS AT 1736 MDT, THE WIND WAS FROM 290 DEG AT 17, GSTG 25 KTS.) REPORTEDLY, THE LNDG APCH & TCHDOWN WERE NORMAL. AT APRX 90 KTS, GROUND FIND FINE PITCH (GFP) WAS SELECTED & THE ACFT VEERED TO THE LEFT. NOSE WHL STEERING & RUDDER WERE RPRTD AS NIL. THE PIC ASSUMED CONTROL, BUT THE ACFT WENT OFF THE LEFT SIDE OF THE RWY BFR HE WAS ABLE TO STOP THE SWERVE AND PARALLEL THE RWY. THERE WAS NO DNG OR INJURY. DURING AN INVESTIGATION, THE LEFT ENGINE WAS FOUND TO IDLE AT 8000 RPM, THE RGT ENGINE IDLED AT 9000 RPM. THE RECOMMENDED IDLE SPEED WAS 6500 TO 7500 RPM.



Brief of Incident (Continued)

File No. - 5109

6/08/82

GILLETTE,WY

A/C Reg. No. N159AN

Time (Lc1) - 1724 MDT

Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
4. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
5. GROUND LOOP/SWERVE - INADVERTENT - COPILOT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 4,6

Factor(s) relating to this incident is/are finding(s) 1,2,3



EMBRY-RIDDLE AERO.U. DAYTONA BEACH



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