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NATIONAL TRANSPORTATION SAFETY BOARD

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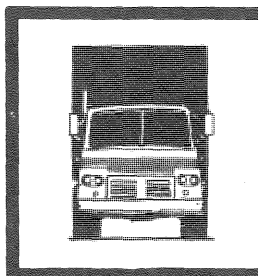
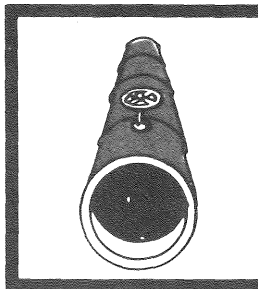
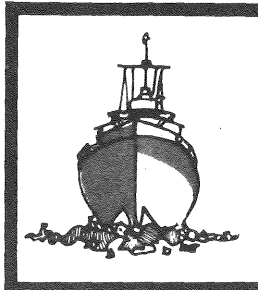
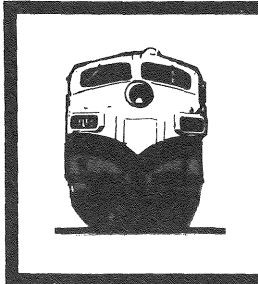
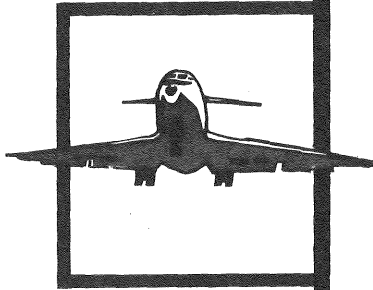
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 17 OF 1982 ACCIDENTS**



NTSB / AAB-85 / 01

UNITED STATES GOVERNMENT



TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p align="center">File Numbers: 3201 through 3400</p>					
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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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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 Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 17

CALENDAR YEAR 1982

File Order Listing - Issue No. 17, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3201	N6229G	092882	TOMBALL, TX	CESSNA	150K	NONE	344
3202	N5631R	092282	EDNA, TX	MAULE	M-5-235C	NONE	340
3203	N50US	092082	CRYSTAL CITY, TX	CESSNA	501SP	NONE	338
3204	N4357W	091182	BEAR VALLEY, CA	BEECH	C23	SERIOUS	100
3205	N7765H	092782	NR. WHITE MOUNTAIN, AK	PIPER	PA-12	NONE	8
3206	N3120G	092782	NEAR DEERING, AK	BEECH	C45H	NONE	10
3207	N1739H	102482	BASTROP, LA	CESSNA	310C	MINOR	198
3208	N8192A	061682	DUNKIRK, NY	PIPER	PA-28RT-20	FATAL	292
3209	N6558A	011182	RIVERTON, WY	CESSNA	210N	FATAL	402
3210	N38449	102482	SWEETWATER, TX	PIPER	J-3	NONE	356
3211	N8520L	101582	SICILY ISLAND, LA	PIPER	PA-25-235	NONE	196
3212	N40222	100782	ALBUQUERQUE, NM	RAVEN	AX-7	SERIOUS	272
3213	N4068K	100282	ALBUQUERQUE, NM	BALLOON WORK	FIREFLY 7	SERIOUS	264
3214	N8045F	100482	BALMORHEA, TX	HUGHES	TH-55A	NONE	348
3215	N58LB	100482	ALBUQUERQUE, NM	BALLOON WORK	FIREFLY 7	NONE	270
3216	N2509E	100382	ALBUQUERQUE, NM	GENERAL BALL	AX-6	NONE	268
3217	N18HM	120682	LOVINGTON, NM	BEECH	58	NONE	276
3218	N18632	112182	VINTON, LA	CESSNA	150L	MINOR	204
3219	N7682E	111482	ALEXANDRIA, LA	CHAMPION	7FC	NONE	202
3220	N7937D	102382	ABILENE, TX	BEECH	H35	NONE	354
3221	N90006	061282	CORONA, CA	CESSNA	140	FATAL	78
3221	N18007	061282	CORONA, CA	CESSNA	150L	FATAL	76
3222	N3642A	111782	TONOPAH, NV	PIPER	601P	NONE	286
3223	N353GL	092582	ARCATA, CA	GREAT LAKES	2T-1A-2	FATAL	104
3224	N5803R	102682	21NM NNW MACK, CO., CO	CESSNA	172G	FATAL	144

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3225	N9103J	111982	PLYMOUTH, MA	PIPER	PA-28-180	SERIOUS	210
3226	N1022H	042782	NEW RINGGOLD, PA	MBB	B0-105C	FATAL	308
3227	N1621R	121182	SUMMERVILLE, WV	GRUMMAN AMER	AA-1B	FATAL	400
3228	N3675P	113082	BREVIG MISSION, AK	PIPER	PA-18-150	MINOR	28
3229	N2256N	052882	PHOENIX, AZ	CESSNA	140	NONE	56
3230	N20016	120882	SOUTH LAKE TAHOE, CA	CESSNA	172M	MINOR	122
3231	N94657	112582	BRYANT, SD	CESSNA	182Q	FATAL	320
3232	N6648X	072482	SYLVA, NC	BEECH	B-60	MINOR	244
3233	N4860B	102882	AZTEC, NM	CESSNA	152	NONE	274
3234	N4939Q	121482	SAWMILL BAY, AK	CESSNA	185A	NONE	30
3235	N4718S	120982	HUNTSVILLE, AL	CESSNA	182B	NONE	46
3236	N9180T	050982	SAN CARLOS, CA	PIPER	PA-18-150	NONE	74
3237	N732XH	070982	RENO, NV	CESSNA	P-210N	NONE	280
3238	N4600S	071882	GRAND CANYON, AZ	BEECH	A36	NONE	60
3239	N2223C	072582	GOODYEAR, AZ	CESSNA	180	NONE	62
3240	N5889V	091982	VISALIA, CA	PIPER	PA-28181	NONE	102
3241	N8423U	091582	MILLRY, AL	CESSNA	172F	MINOR	36
3242	N3528U	112282	RICHMOND, VA	PIPER	PA-31-350	NONE	394
3243	N8653Y	122582	HOPE, AK	PIPER	PA-18-150	NONE	32
3244	N7650G	092982	NEAR KOTZEBUE, AK	CESSNA	172	MINOR	12
3245	N63AT	103082	SHISHMAREF, AK	ARCTIC AIRCR	S1B2	NONE	18
3246	N4073Q	120382	MONTICELLO, NY	CESSNA	401	NONE	296
3247	N4031W	102482	DEXTER, NY	PIPER	PA-32-300	SERIOUS	294
3248	N715GA	110882	NORFOLK, NE	GRUMMAN AMER	GA-7	FATAL	254
3249	N8854A	040482	LOUISVILLE, KY	BEECH	B35	FATAL	188

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3250	N3677A	112182	MIRAMAR, FL	PIPER	PA-22-135	FATAL	160
3251	N4326S	071882	SAN JOAQUIN, CA	AIR TRACTOR	AT-301	NONE	86
3252	N23DW	080482	BUENA VISTA, CO	BELL HELICOP	47G3B1	NONE	136
3253	N6085E	121482	TUCSON, AZ	BEECH	K35	FATAL	70
3254	N149JA	020382	HAYDEN, CO	MITSUBISHI	MU2B-40	MINOR	134
3255	N758JM	091482	VERNAL, UT	CESSNA	R172K	FATAL	382
3256	N9143T	102082	LEXINGTON, SC	BEECH	B-23	FATAL	316
3257	N4411W	111382	PLYMOUTH, NC	CESSNA	411A	NONE	250
3258	N8684F	042782	COALVILLE, UT	HUGHES	369D (500D	MINOR	380
3259	N2148	120882	LONDON, KY	PITTS	SPECIAL 51	NONE	192
3260	N6012H	111982	EVART, MI	PIPER	PA-28R-201	FATAL	220
3261	N7611T	122682	LEADVILLE, CO	CESSNA	172A	FATAL	152
3262	N9196A	052382	PETTIBOIS ISLAND, MS	CESSNA	170A	NONE	228
3263	N16969	090382	DUBLIN, OH	BELL	206B	FATAL	300
3264	N4091U	122482	DUBUQUE, IA	PIPER	PA-31-350	FATAL	182
3265	N55AL	101882	GULF OF MEXICO, GM	BELL	206B	FATAL	176
3265	N9914K	101882	GULF OF MEXICO, GM	BELL	206B	FATAL	178
3266	N759NE	062682	TRINITY CENTER, CA	CESSNA	182	FATAL	82
3267	N121BJ	122782	NEW ORLEANS, LA	CESSNA	A185F	NONE	208
3268	N808OP	112882	CORSICANA, TX	PIPER	PA-24-250	SERIOUS	366
3269	N82PB	121882	RICHLAND, WA	BURKE-PARKER	QUICKIE	FATAL	396
3270	N544JW	112082	AIKEN, SC	CESSNA	411	FATAL	318
3271	N4024H	092782	MAMMOTH LAKES, CA	MOONEY	M-20K	FATAL	108
3272	N21678	102182	ATHENS, TN	PIPER	PA-28-181	FATAL	324
3273	N684CF	082082	WELDONA, CO	CESSNA	150	NONE	138

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3274	N4687F	121282	MERCED, CA	CESSNA	206	SERIOUS	126
3275	N6011N	112482	TREMONTON, UT	CESSNA	T210M	FATAL	386
3276	N39685	091082	ALMA, GA	PIPER	PA-28R-201	FATAL	170
3277	N756DB	122382	1 1/2 MI.N. MAYETTA, KS	CESSNA	R182	FATAL	186
3278	N6252B	122882	ROBERTSON, WY	CESSNA	T210M	FATAL	412
3279	N7379J	080682	FOLKSTON, GA	PIPER	PA-28-140	FATAL	168
3280	N38231	082982	STATE ROAD, NC	PIPER	PA-28R-201	FATAL	248
3281	N555CE	111982	CULPEPPER, VA	PIPER	PA-24-260	FATAL	392
3282	N5356P	070982	BILLINGS, MT	PIPER	PA-24-250	FATAL	232
3283	N90692	120882	VALPARAISO, FL	PIPER	PA-601P	FATAL	162
3284	N9606A	100382	ALBUQUERQUE, NM	THUNDER BALL	AX9-140	FATAL	266
3285	N30093	120782	PUEBLO, CO	SWEARINGEN	SA-227AC	FATAL	150
3286	N5301J	122782	ASPEN, CO	CESSNA	404	FATAL	154
3287	N49816	091682	DIVIDE, MT	CESSNA	152	FATAL	234
3288	N4202S	072982	MEDORA, ND	ENSTROM	F-280	FATAL	252
3289	N2671V	122082	GILLETTE, WY	SWEARINGEN	SA-227AC	NONE	410
3290	N477KW	082582	DEL NORTE, CO	CONVAIR	340	SERIOUS	140
3291	N2800T	081182	PORTER, ME	CESSNA	180H	FATAL	212
3292	N41783	110782	ALAMO, NV	CESSNA	172	NONE	284
3293	N85400	123182	CALISTOGA, CA	AERONCA	7AC	NONE	132
3294	N9115S	120982	HOLLY SPRINGS, MS	BEECH	A-36	MINOR	230
3295	N206H	122382	SAN ANTONIO, TX	BELL	206B	FATAL	376
3296	N42JF	110782	SAN ANDREAS, CA	PITTS	S1	NONE	114
3297	N2928H	082382	ATHENS, MI	ERCOUPE	415-C	FATAL	218
3298	N4752C	110482	NELSON LAGOON, AK	FAIRCHILD	C-82	SERIOUS	20

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3299	N45696	100982	MONTGOMERY, AL	CESSNA	177RG	NONE	38
3300	N9072V	092582	NASHVILLE, TN	ROBINSON	R-22	FATAL	322
3301	N4678K	112082	LA BELLE, FL	CESSNA	182P	NONE	158
3302	N6843A	100982	ANCHORAGE, AK	PIPER	PA-23-250	SERIOUS	14
3303	N5589S	121582	LOUISVILLE, KY	MITSUBISHI	MU-2B	SERIOUS	194
3304	N4094L	120482	KANSAS CITY, MO	CESSNA	340	NONE	226
3305	N2584L	090182	DAGGETT, CA	CESSNA	172H	MINOR	94
3306	N37174	032382	JACKSON, MI	CESSNA	414	SERIOUS	216
3307	N1422D	042582	SEBRING, OH	DAUNTLESS	D52	FATAL	298
3308	N9063Z	093082	PAIGE, TX	ROBINSON	R-22	FATAL	346
3309	N9816W	112182	HENNESSEY, OK	PIPER	PA-28-140	FATAL	304
3310	N2252Z	120382	GULF OF MEXICO, MX	BELL	206L1	FATAL	238
3311	N2231B	101482	CHOTEAU, MT	LUSCOMBE	T-8F	FATAL	236
3312	N144AL	112282	BUCCANEER OIL FIELD, GM	BELL	206B	FATAL	180
3313	N85580	071882	PINE VALLEY TOWNSHIP, WI	AERONCA	7AC	FATAL	398
3314	N9317J	121282	GRANDFIELD, OK	PIPER	PA-28-180	FATAL	306
3315	N1461A	112282	CORDOVA, AK	PIPER	PA-22	NONE	24
3316	N33249	091782	NEAR NONDALTON, AK	ROBERTSON	C-U206F	FATAL	6
3317	N3884W	090982	NAKNEK, AK	PIPER	PA-32-260	NONE	4
3318	N9982X	102982	STONY RIVER, AK	CESSNA	185	NONE	16
3319	N47489	080882	CORCORAN, CA	PIPER	PA-28-161	FATAL	88
3320	N767T	120682	MIDLAND, AR	BEECH	A36	FATAL	50
3321	N411HN	042882	HOUSTON, TX	CESSNA	411A	FATAL	326
3322	N5224W	070982	AUSTIN, TX	PIPER	PA-28	SERIOUS	330
3322	N87280	070982	AUSTIN, TX	CESSNA	402B	SERIOUS	328

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3323	N110VM	072882	LINDALE, TX	ROBERTSON	C-414	FATAL	332
3324	N6868P	071582	ROSWELL, GA	PIPER	PA-24-250	FATAL	166
3325	N732KH	100682	HEBBRONVILLE, TX	CESSNA	210L	FATAL	350
3326	N888GS	082982	RANCHO SANTA FE, CA	CESSNA	150M	NONE	92
3327	N9789S	051282	CARLSBAD, NM	GULFSTREAM A	980(695)	FATAL	262
3328	N20576	112082	SHERMAN, TX	CESSNA	172M	SERIOUS	364
3329	N4226H	112582	ANCHORAGE, AK	PIPER	PA-14	NONE	26
3330	N6610Y	123182	HOUSTON, TX	CESSNA	210N	NONE	378
3331	N8412F	123082	ST. AUGUSTINE, FL	PIPER	PA-28RT-20	SERIOUS	164
3332	N612J	110282	NORMANGEE, TX	CESSNA	P210N	FATAL	362
3333	N731BG	060382	WHITE LAKE, NY	CESSNA	A188B	NONE	290
3334	N3538R	111482	SPENCER, VA	PIPER	PA-31-310	FATAL	390
3335	N6069C	032382	KALAMAZOO, MI	BEECH	65-A90	NONE	214
3336	N5433A	080582	NEAR LARAMIE, WY	CESSNA	T210N	MINOR	408
3337	N2027C	092482	MIDLAND, TX	BEECH	58P	FATAL	342
3338	N41045	103182	BATON ROUGE, LA	PIPER	PA-31-350	FATAL	200
3339	N3035M	111082	COALING, CA	PIPER	PA-28R-201	NONE	116
3340	N403SE	101782	TAFT, CA	BEECH	C-45H	FATAL	112
3341	N7873R	122182	LITTLE ROCK, AR	BEECH	E33	NONE	52
3342	N7964V	112182	ANCHORAGE, AK	CESSNA	150	NONE	22
3343	N24166	043082	LARAMIE, WY	FUNK	B75L	NONE	404
3344	N3579E	112882	NEAR RIALTO, CA	CESSNA	172N	FATAL	120
3345	N37690	121282	CAREFREE, AZ	FRANK TURBEN	AERO SPORT	NONE	68
3346	N73991	112182	TUCSON, AZ	BELL	47G-3B-1	NONE	66
3347	N8538S	071682	YUMA, AZ	AIR TRACTOR	301	FATAL	58

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
3348	N9692L	121882	CORNVILLE, AZ	GRUMMAN	AMER AA-1B	FATAL	72
3349	N6745W	120582	GARLAND, TX	PIPER	PA-28-140	NONE	368
3350	N8154X	121982	BEATTY, NV	PIPER	PA-28-161	NONE	288
3351	N82X	070282	MOJAVE, CA	QUICKIE	QAC-1	FATAL	84
3352	N6166S	121082	BRIDGEPORT, CA	CESSNA	T182RG	FATAL	124
3353	N14168	092682	PANACA, NV	PIPER	PA-23-250	SERIOUS	282
3354	N59263	122382	FRANKLIN, CA	CESSNA	TU206F	NONE	128
3355	N736QD	111182	NEAR PARIS, AR	CESSNA	R172K	FATAL	48
3356	N92612	121882	RINGWOOD, NJ	CESSNA	182N	FATAL	260
3357	N5275H	123082	KING CITY, CA	CESSNA	152	NONE	130
3358	N78EV	090182	PALO ALTO, CA	FALKENTHAL	VARIEZE	SERIOUS	96
3359	N1531R	091682	PARIS, TX	GRUMMAN	AA5B	FATAL	336
3359	N300AH	091682	PARIS, TX	PIPER	PA-24-260	FATAL	334
3360	N72RT	100382	FLAGSTAFF, AZ	BEECH	95-55	FATAL	64
3361	N100FD	102782	CARROLLTON, TX	PIPER	PA-31P	FATAL	358
3361	N72430	102782	CARROLLTON, TX	CESSNA	337G	FATAL	360
3362	N141A	090282	NEAR ISLETON, CA	CHAMPION	7EC	FATAL	98
3363	N6662Y	121682	CARLSBAD, TX	BEECH	A36	FATAL	370
3364	N732SK	122882	RESERVE, NM	CESSNA	T210M	FATAL	278
3365	N2622B	092682	AGOURA, CA	AERO COMMAND	520	FATAL	106
3366	N80960	110282	DURANGO, CO	PIPER	PA-34-220T	FATAL	146
3367	N5369T	122682	HENDERSON, LA	PIPER	PA-28R-200	FATAL	206
3368	N83269	110682	3 MILES NE OF EDMOND, OK	PIPER	PA-28RT-20	SERIOUS	302
3369	N5906M	121682	BENAVIDES, TX	CESSNA	340	FATAL	372
3370	N42717	121982	NEAR MCALLEN, TX	CESSNA	182L	FATAL	374

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
3371	N41835	082982	MARS., PA	WAYNE ISON	PDQ-II	SERIOUS	310
3372	N31PL	102082	COALTOWN, PA	HUGHES	369D	SERIOUS	312
3373	N9367	041582	NEAR SAVOONGA, AK	SUD AVIATION	SA 318C	FATAL	2
3374	N82717	092482	MANKATO, MN	PIPER	PA-28-181	FATAL	222
3375	N62AF	011382	WASHINGTON, DC	BOEING	737-222	FATAL	156
3376	N42488	061382	TRUCKEE, CA	CESSNA	182	FATAL	80
3377	N78810	051082	MORMAN LAKE, AZ	CESSNA	172	FATAL	54
3378	N4246T	123182	NUNAPITCHUK, AK	PIPER	PA-32	NONE	34
3379	N2CA	111882	MOUNTAIN VIEW, MO	CESSNA	551	FATAL	224
3380	N32750	120182	DOUGLASSVILLE, PA	PIPER	PA-32-260	FATAL	314
3381	N2CU	010482	FORT WAYNE, IN	CESSNA	T337G	FATAL	184
3382	N96402	112082	LIVINGSTON, NJ	CESSNA	182Q	FATAL	258
3382	N3827C	112082	LIVINGSTON, NJ	AERO COMMAND	560E	FATAL	256
3383	N39603	092682	ATHENS, GA	PIPER	PA-32RT-30	NONE	172
3384	N1750Q	063082	HENDERSONVILLE, NC	CESSNA	150L	SERIOUS	242
3385	N7201Y	111982	SARDIS, AL	MOONEY	M20J	FATAL	40
3386	N90218	112382	ALABASTER, AL	ROBINSON	R-22	NONE	42
3387	N5781Z	061182	HAZARD, KY	AEROSPATIALE	AS350D	SERIOUS	190
3388	N4265P	080882	WRIGHTSVILLE BCH, NC	HUGHES	369HS	NONE	246
3389	N222W	112282	SANTA BARBARA, CA	STINSON	108	FATAL	118
3390	N5058E	112082	ATLANTA, GA	AERO COMMAND	680W	SERIOUS	174
3391	N1820N	101982	ROUND ROCK, TX	BEECH	58	FATAL	352
3392	N3641T	111282	FOUNTAIN, CO	PIPER	601P	FATAL	148
3393	N66U	091282	HAYDEN, CO	MITSUBISHI	MU-2B-25	FATAL	142
3394	N9783J	030682	TAYLORVILLE, NC	PIPER	PA-28-180	FATAL	240

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3395	N1815U	071682	MORTON, WY	MCDONNELL DO	DC-10-10	SERIOUS	406
3396	N18411	112382	CULLMAN, AL	BEECH	95-B55	FATAL	44
3397	N5149D	110882	ORDERVILLE, UT	CESSNA	182A	FATAL	384
3398	N8358B	100682	SANTA ANA, CA	ROBINSON	R22	FATAL	110
3399	N90910	082082	FT. PICKETT, VA	PIPER	PA-18	FATAL	388
3400	N5049U	082782	SANTA YNEZ, CA	BELLANCA	8GCBC	NONE	90

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 17 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3373 4/15/82 NEAR SAVOONGA,AK A/C Reg. No. N9367 Time (Lcl) - 1415 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PUBLIC - FEDERAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -CRUISE

Fire

NONE

Crew

Pass

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

Make/Model - SUD AVIATION SA 318C

Landing Gear - FLOAT

Max Gross Wt - 3650

No. of Seats - 5

Eng Make/Model - TURBOMECA ASTAZOU IIA

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 523 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 360/025 KTS

Visibility - .500 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- BLOWING SNOW

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAVOONGA,AK

Destination

NOME,AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2618

Make/Model- 295

Instrument- 79

Multi-Eng - 31

Last 24 Hrs - 6

Last 30 Days- 14

Last 90 Days- 98

Rotorcraft - 2132

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AT 0746 LCL TIME, THE PLT ACTIVATED HIS VFR FLT PLAN FOR A ROUND ROBIN FLT FROM NOME, AK TO SAVOONGA, NE CAPE, SAVOONGA, SE CAPE, SAVOONGA & BACK TO NOME. AFTER ARRIVING AT SAVOONGA, THE HELICOPTER WAS REFUELED. ACCORDING TO SVRL VILLAGERS, THE WX AT THAT TIME WAS POOR, VIS 1 TO 2 MI WITH BLOWING SNOW, WIND FROM THE NORTH AT 25, GSTG 30 KTS. BFR DEPARTING, THERE WAS A DISCUSSION CONCERNING THE SUITABILITY OF THE WX, BUT THE PLT WAS CONVINCED HE COULD COMPLETE THE MISSION. AFTER DEPARTING, THE PLT WAS FLWG THE SHORELINE WHEN THE VIS BGN DECREASING. THE SURVIVING PAX RPRTD THAT THE PLT REVERSED COURSE, BUT THE VIS CONTD TO DECREASE TIL HE (THE PAX) COULD NOT SEE THE GND. HE RPRTD THAT THE PLT BGN MANIPULATING THE CONTROLS IN AN UNUSUAL MANNER & THE HELICOPTER BGN MVG LEFT & RIGHT, UP & DOWN AND ALL AROUND, THEN CRASHED. THERE WERE INDICATIONS THE HELICOPTER IMPACTED WHILE MVG REARWARD & TO THE RIGHT. ESTIMATE 285 LBS OVR THE MAX GROSS WT LMT. SRCH NOT INITIATED TIL 12 HR FLT PLAN EXPIRED, FOUND NXT MORNING, ELT SIGNAL. HYPOTHERMIA, FROST BITE.

Brief of Accident (Continued)

File No. - 3373

4/15/82

NEAR SAVOONGA, AK

A/C Reg. No. N9367

Time (Lc1) - 1415 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - SNOW
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

7. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - SNOW COVERED
10. WEATHER CONDITION - TEMPERATURE EXTREMES

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3317

9/09/82

NAKNEK, AK

A/C Reg. No. N3884W

Time (Lcl) - 1720 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 100/008 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 1000 FT SCATTERED
Cloud Conditions(2nd) - 2300 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NAKNEK
Runway Ident - 32
Runway Lth/Wid - 1700/ 80
Runway Surface - GRAVEL
Runway Status - WET

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

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

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

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AT THE POINT OF ROTATION THE ACFT STRUCK A LARGE PUDDLE OF WATER CAUSING A REDUCTION IN SPEED. THE ACFT CONTINUED DOWN THE RWY APPROXIMATELY ANOTHER 150 FT AT 5 FT AGL WHEN IT BECAME EVIDENT THAT FURTHER FLIGHT WAS IMPOSSIBLE. THE TAKEOFF WAS ABORTED & THE ACFT RAN OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 3317

9/09/82

NAKNEK, AK

A/C Reg. No. N3884W

Time (Lcl) - 1720 ADT

Occurrence OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - RAIN
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3316 9/17/82 NEAR NONDALTON, AK A/C Reg. No. N33249 Time (Lcl) - 0930 ADT

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

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

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

Make/Model	- ROBERTSON C-U206F	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PORT ALSWORTH, AK	
Wind Dir/Speed- 100/023 KTS		Runway Ident - N/A
Visibility - 25.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 6000 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
CFI, COMMERCIAL	Current - YES	Total - 2863	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since -	Make/Model- 81	Last 30 Days- 104
	Aircraft Type - UNK/NR	Instrument- 155	Last 90 Days- 348
		Multi-Eng - 104	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM HUDSON LAKE THE LEFT WINGTIP CONTACTED THE WATER CAUSING THE ACFT TO CARTWHEEL. THE ACFT CAME TO REST INVERTED & FLOATED FOR A SHORT TIME BEFORE SINKING. A WITNESS REPORTED THE WAVES ON THE LAKE WERE AT LEAST 4 FT HIGH & BREAKING OVER THE FLOATS, & THE WX WAS THE WORST HE HAS SEEN SINCE ARRIVING IN LATE MAY OF 1982. THE WITNESS REITERATED GALE FORCE WINDS & HEAVY RAIN. HE ALSO STATED THE WAVES IN THE COVE WHERE THE TAKEOFF STARTED WERE OPPOSITE TO THE DIRECTION OF TAKEOFF & THE WAVES WERE NOT A TRUE INDICATION OF THE WIND DIRECTION. THE WAVES WERE ALMOST 90 DEG DIFFERENT THAN THE WAVES IN THE CENTER OF THE LAKE. HE SAID IT WAS DIFFICULT TO TELL WHEN THE ACFT GOT ON STEP BECAUSE IT WAS BOUNCING AROUND BADLY & THE WATER WAS HITTING THE STRUTS. THE ONLY PERSON HE COULD SEE WEARING ANY FLOTATION DEVICE WAS THE PLT. ALL THE LIFE VESTS WERE LOCATED UNDER EACH PASSENGER SEAT SECURED IN A POUCH BY METAL TWISTS FASTENERS.

Brief of Accident (Continued)

File No. - 3316

9/17/82

NEAR NONDALTON, AK

A/C Reg. No. N33249

Time (Lc1) - 0930 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - WINDSHEAR
8. TERRAIN CONDITION - WATER, ROUGH
9. JUDGEMENT - POOR - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

10. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND
11. EMERGENCY EQUIPMENT - NOT USED - PASSENGER

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3205 9/27/82 NR. WHITE MOUNTAIN, AK A/C Reg. No. N7765H Time (Lcl) - 1530 BDT

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 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	BEAR CREEK #1, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NOME, AK	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 1000 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 852
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- 170
		Last 90 Days- 97
		Multi-Eng - 100
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH THE TUNDRA DURING A FORCED LANDING IN MARGINAL WEATHER. THE PILOT SAID THE ENGINE CONTINUED TO LOSE ENGINE RPM EVEN THOUGH HE USED CARBURETOR HEAT. THE CARBURETOR HEAT HOSE WAS FOUND TO BE BADLY DETERIORATED DURING POST ACCIDENT EXAMINATION.

Brief of Accident (Continued)

File No. - 3205

9/27/82

NR. WHITE MOUNTAIN, AK

A/C Reg. No. N7765H

Time (Lc1) - 1530 BDT

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

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, CARBURETOR DE-ICE - FAILURE, PARTIAL
2. CARBURETOR HEAT - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

7. WEATHER CONDITION - LOW CEILING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3206 9/27/82 NEAR DEERING, AK A/C Reg. No. N3120G Time (Lcl) - 1505 BDT

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

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

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

Make/Model - BEECH C45H	Eng Make/Model - P & W R-985-AN14B	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 7850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 6	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NOME, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KOTZEBUE, AK	
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1800 FT OVERCAST	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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 14300
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 48
	Aircraft Type - UNK/NR	Instrument- 2550
		Multi-Eng - 2050
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 154

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT SLID WHEELS UP INTO A LAKE DURING A ONE-ENGINE FORCED LANDING. THE AIRCRAFT SANK AND WAS NOT RECOVERED BUT ALL THE OCCUPANTS WERE ABLE TO REACH SHORE UNINJURED. THE PILOT SAID THE LEFT ENGINE LOST POWER DURING CRUISE AND HE ELECTED TO SHUT IT DOWN. DURING THE SHUT-DOWN HE FAILED TO ADD POWER TO THE RIGHT ENGINE IN TIME TO MAINTAIN AIRSPEED AND ALTITUDE. BY THE TIME HE ADDED POWER THE AIRSPEED WAS BELOW 100 KNOTS AND THE ALTITUDE LESS THAN 800 AGL. THE PILOT COMMITTED HIMSELF TO A LANDING IN THE TUNDRA WHEELS UP AND SLID INTO THE LAKE.

Brief of Accident (Continued)

File No. - 3206

9/27/82

NEAR DEERING, AK

A/C Reg. No. N3120G

Time (Lc1) - 1505 BDT

Occurrence LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3244 9/29/82 NEAR KOTZEBUE,AK A/C Reg. No. N7650G Time (Lcl) - 1708 BDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KOTZEBUE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010/005 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3844
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 8
	Aircraft Type - C-208	Make/Model- 91
		Instrument- 149
		Multi-Eng - 733
		Last 30 Days- 122
		Last 90 Days- 420

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS LANDED IN THE TUNDRA FOLLOWING A POWER LOSS RETURNING FROM A SEARCH MISSION. THE LOST PERSON WAS A FRIEND OF THE PILOT OF THIS ACCIDENT AIRCRAFT. POSSIBLY BECAUSE OF THIS THE PILOT SEARCHED LONGER THAN NECESSARY AND RAN OUT OF FUEL ON THE WAY HOME. ALSO THE FUEL TANKS WERE NOT TOPPED OFF PRIOR TO DEPARTURE AND THE PILOT DID NOT TAKE TIME TO VISUALLY CHECK THE TANKS. A LANDING DURING THE SEARCH MISSION WAS MADE AND NO REFUELING WAS ACCOMPLISHED. THE AIRCRAFT HAD FLOWN 5 AND 1/2 HOURS BEFORE HEADING FOR HOME. MAXIMUM RANGE IS 6 HOURS.

Brief of Accident (Continued)

File No. - 3244

9/29/82

NEAR KOTZEBUE, AK

A/C Reg. No. N7650G

Time (Lc1) - 1708 BDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SOFT

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

Finding(s)

7. LANDING GEAR - OVERLOAD
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3302 10/09/82 ANCHORAGE, AK

A/C Reg. No. N6843A

Time (Lc1) - 1230 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

NONE

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL - CHECK

Fire

Crew

0

1

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -CRUISE

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

Make/Model - PIPER PA-23-250

Eng Make/Model - LYCOMING IO-540

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - UNK/NR

Max Gross Wt - 5200

Engine Type - RECIP - FUEL INJECTED

Weather Radar - UNK/NR

No. of Seats - 6

Rated Power - 250 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 40.0 SM

Cloud Conditions(1st) - 3500 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE, AK

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - RADAR ADVISORIES

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANCHORAGE INTERNATIONAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

SHORTLY AFTER DEPARTURE THE FLT RECEIVED RADAR VECTORS PLACING IT NEAR A VFR REPORTING POINT LOCATED 4 MI PAST THE DEPARTURE END OF RWY 32 & 2 MI EAST OF THE RWY CENTERLINE. TRAFFIC ADVISORIES WERE ISSUED BY APPROACH CONTROL INDICATING A BOEING 747 CLIMBING NORTHBOUND & A BOEING 747 ON DEPARTURE FROM RWY 32. THE CHECK PLT STATED HE SAW THE BOEING 747 CLIMBING NORTHBOUND WHICH PASSED IN FRONT & AT A LOWER ALTITUDE. HE THEN LOOSEMED HIS SEATBELT TO LOOK FOR THE OTHER BOEING 747. MOMENTS LATER THE ACFT SUSTAINED A SEVERE JOLT THROWING THE CHECK PLT AGAINST THE CEILING OF THE ACFT INJURING HIS NECK.

Brief of Accident (Continued)

File No. - 3302

10/09/82

ANCHORAGE, AK

A/C Reg. No. N6843A

Time (Lcl) - 1230 ADT

Occurrence VORTEX TURBULENCE ENCOUNTERED
Phase of Operation CRUISE - NORMAL

Finding(s)
1. SEAT BELT - NOT USED - CHECK PILOT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3318 10/29/82 STONY RIVER, AK A/C Reg. No. N9982X Time (Lcl) - 1235 ADT

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCGRATH, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SINKA'S LANDING, AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - 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-----

ACCORDING TO THE PLT IT SNOWED HEAVILY THE PRIOR DAY & PEOPLE ON THE GROUND USED THEIR SNOWMOBILES TO PACK DOWN A LANDING AREA. UPON LANDING THE ACFT ROLLED 400-500 FT & STRUCK A 6-INCH SNOW HUMP TURNING THE ACFT OVER.

Brief of Accident (Continued)

File No. - 3318

10/29/82

STONY RIVER, AK

A/C Reg. No. N9982X

Time (Lcl) - 1235 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3245 10/30/82 SHISHMAREF, AK A/C Reg. No. N63AT Time (Lcl) - 1650 BDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - ARCTIC AIRCRAFT S1B2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
CAPE ESPENBERG, AK
Destination
SHISHMAREF, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
SHISHMAREF

Runway Ident - UNK/NR
Runway Lth/Wid - 2000/ 55
Runway Surface - ASPHALT
Runway Status - SNOW - DRY
SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 800	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS PILOT FLEW INTO THE GROUND SHORT OF THE RUNWAY, THE PILOT HAS VISUAL DEFICIENCIES ESPECIALLY AT TWILIGHT OR IN DARKNESS. THIS ACCIDENT TOOK PLACE AT TWILIGHT. THE PILOT WAS HAULING REINDEER MEAT AND STATED THE ELEVATOR JAMMED DURING FINAL APPROACH. AN INVESTIGATOR FOUND A FRONT QUARTER OF REINDEER MEAT WEDGED AGAINST THE REAR FLIGHT CONTROL. THIS WAS THE PILOT'S THIRD ACCIDENT/INCIDENT IN ONE YEAR. HE HAD NOT REPORTED ANY OF THE PREVIOUS ACCIDENTS TO FAA/NTSB.

Brief of Accident (Continued)

File No. - 3245

10/30/82

SHISHMAREF,AK

A/C Reg. No. N63AT

Time (Lc1) - 1650 BDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - INACCURATE - PILOT IN COMMAND
2. FLT CONTROL SYST,ELEVATOR CONTROL - JAMMED
3. PLANNED APPROACH - NOT POSSIBLE - PILOT IN COMMAND
4. FLT CONTROL SYST,ELEVATOR CONTROL - INOPERATIVE
5. CONTROL INTERFERENCE
6. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. LIGHT CONDITION - DUSK
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
10. TERRAIN CONDITION - SNOW COVERED

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

Finding(s)

11. LANDING GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3298 11/04/82 NELSON LAGOON, AK A/C Reg. No. N4752C Time (Lcl) - 1345 AST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ALL CARGO AIR SERVICE	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	2	0	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- FAIRCHILD C-82	Eng Make/Model	- P & W R2800-85AM	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 47000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 52	Rated Power	- 1800 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- BRFG RCVD, SOURCE UNK	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	JENSENS STRIP, AK			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	NELSON LAGOON, AK		NELSON LAGOON	
Wind Dir/Speed	- 150/010 KTS	ATC/Airspace		Runway Ident	- 26
Visibility	- UNK/NR	Type of Flight Plan	- VFR	Runway Lth/Wid	- 3100/ 100
Cloud Conditions(1st)	- 4000 FT BROKEN	Type of Clearance	- NONE	Runway Surface	- GRAVEL
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 - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 26000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 1000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT DAMAGING THE RIGHT BOOM & HORIZONTAL STABILIZER. THE RWY THRESHOLD IS MARKED BY LIGHT GREEN REFLECTIVE THRESHOLD MARKERS & TWO RED & WHITE STRIPED TOUCHDOWN PANELS.

Brief of Accident (Continued)

File No. - 3298

11/04/82

NELSON LAGOON, AK

A/C Reg. No. N4752C

Time (Lc1) - 1345 AST

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

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3342 11/21/82 ANCHORAGE, AK A/C Reg. No. N7964V Time (Lcl) - 1237 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - CESSNA 150

Landing Gear - SKI

Max Gross Wt - 2870

No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 360/008 KTS

Visibility - 60.0 SM

Cloud Conditions(1st) - 6000 FT SCATTERED

Cloud Conditions(2nd) - 18000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BUTTERFLY LAKE, AK

Destination

ANCHORAGE, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

ANCHORAGE

Runway Ident - N/A

Runway Lth/Wid - 4540/ 150

Runway Surface - SNOW

Runway Status - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 54

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 543

Make/Model- 430

Instrument- 7

Last 24 Hrs - 1

Last 30 Days- 2

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING, THE PILOT WAS ADVISED THAT THE LAKES WERE CLOSED BY THE AIRPORT MANAGEMENT AND THAT HE WOULD BE LANDING AT HIS OWN RISK. HE ACKNOWLEDGED THE RADIO TRANSMISSION, BUT ELECTED TO LAND HIS SKI EQUIPPED PLANE ON THE FROZEN LAKE. THE LAKE HAD BEEN CLOSED DUE TO ROUGH, RUTTED ICE CONDITIONS WHICH HAD BEEN CONSIDERED UNSUITABLE FOR SKI OR WHEEL OPERATIONS. THE LANDING WAS NORMAL UNTIL ABOUT 300 TO 400 FT PAST THE TOUCHDOWN POINT WHERE THE LEFT SKI/GEAR ENCOUNTERED A DIAGONAL RUT AND FAILED.

Brief of Accident (Continued)

File No. - 3342

11/21/82

ANCHORAGE, AK

A/C Reg. No. N7964V

Time (Lcl) - 1237 AST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3315 11/22/82 CORDOVA, AK A/C Reg. No. N1461A Time (Lc1) - 1425 AST

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

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

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

Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-290-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 125 HP		

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

<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- 100/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 3500 FT BROKEN</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point GULKANA, AK</p> <p>Destination CORDOVA, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CORDOVA-MILE 13</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 7499/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</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 - 215
SE LAND	Months Since -	Make/Model- 82
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 3
		Last 30 Days- 16
		Last 90 Days- 82

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED AS HE APPROACHED CORDOVA HE SMELLED & OBSERVED SMOKE IN THE COCKPIT. HE REDUCED POWER & COMMENCED A MODIFIED APPROACH TO RWY 9 WHICH WAS NEAREST HIS POSITION. WHEN HE ELECTED TO ADD POWER THE ENGINE DID NOT RESPOND. THE PLT TURNED & LANDED ON A ROAD RATHER THEN TRY TO REACH THE RWY. THE TEMPERATURE WAS 40 DEG F & THE DEW POINT 34 DEG F. THE PLT WAS NOT CERTAIN HOW LONG THE ENG WAS THROTTLED BEFORE HE ADDED POWER & DID NOT RECALL IF HE APPLIED CARBURETOR HEAT WHEN HE TURNED TOWARD THE ARPT. THE OIL LINE TO THE INPUT SIDE OF THE OIL COOLER WAS FOUND WORN & LEAKING. IT HAD ALLOWED OIL TO ESCAPE & SPRAY THE ENG. THERE WERE STAINS ON THE EXHAUST SYSTEM SHOWING THAT BURNING OF SOME FLUID HAD TAKEN PLACE.

Brief of Accident (Continued)

File No. - 3315

11/22/82

CORDOVA, AK

A/C Reg. No. N1461A

Time (Lcl) - 1425 AST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM, CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. LUBRICATING SYSTEM, OIL LINE - LEAK
5. FUSELAGE, CREW COMPARTMENT - SMOKE

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3329 11/25/82 ANCHORAGE, AK A/C Reg. No. N4226H Time (Lc1) - 1406 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
UNK/NR

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

Make/Model - PIPER PA-14
Landing Gear - SKI
Max Gross Wt - 1850
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/003 KTS
Visibility - 90.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
LITTLE SUSITNA RVR., AK
Destination
LAKE HOOD, AK

Airport Proximity
ON AIRPORT

Airport Data

LAKE HOOD
Runway Ident - 09
Runway Lth/Wid - 4540/ 150
Runway Surface - ICE
Runway Status - SNOW - COMPACTED

ATC/Airspace

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

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 370
Make/Model- 69
Instrument- 7
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING AN EARLIER TAKEOFF FROM A FROZEN LAKE THAT HE STRUCK AN UNKNOWN OBJECT IMBEDDED IN DEEP SNOW. HE NOTICED THAT HIS RIGHT GEAR & SKI WERE DAMAGED, & CONTINUED HIS FLIGHT TO ANCHORAGE. APPROACHING ANCHORAGE HE WAS ADVISED BY LAKE HOOD TOWER THAT THE LAKES & CANAL ARE NOTAMED CLOSED DUE TO RUTTED UNEVEN ICE CONDITIONS & THAT A LANDING WOULD BE AT HIS OWN RISK. HE WAS ALSO INFORMED BY THE TOWER THAT HIS RIGHT SKI APPEARED TO BE MISSING. THE PLT ACKNOWLEDGED THE INFORMATION & TOLD THE TOWER HE WOULD LAND OUT IN THE MIDDLE OF LAKE HOOD. DURING LANDING THE DAMAGED GEAR DUG INTO THE ICE & THE ACFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 3329

11/25/82

ANCHORAGE, AK

A/C Reg. No. N4226H

Time (Lcl) - 1406 AST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SNOW COVERED
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. LANDING GEAR, SKI ASSEMBLY - FAILURE, PARTIAL
5. LANDING GEAR, SKI ASSEMBLY - PREVIOUS DAMAGE
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3228 11/30/82 BREVIG MISSION, AK A/C Reg. No. N3675P Time (Lc1) - 1030 ABT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

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

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

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

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 90.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TELLER, AK
Destination
BREVIG MISSION

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

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

Total	-	2800	Last 24 Hrs -	24
Make/Model-	150		Last 30 Days-	UNK/NR
Instrument-	75		Last 90 Days-	170

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PILOT WAS LANDING ON A ROAD, THE LEFT MAIN GEAR, FORWARD SUPPORT TUBE FAILED. THE PILOT STATED THAT HE APPLIED TAKEOFF POWER TO AVOID GROUND LOOPING AND THE PLANE BECAME AIRBORNE. HE STATED THAT HE "DUMPED" HIS FLAPS WHILE INDICATING 60 MPH AND STARTED TO MAKE A SHALLOW TURN TOWARD HILLS AWAY FROM THE VILLAGE. HE BELIEVED THE AIRCRAFT ENCOUNTERED A LIGHT DOWNDRAFT OR SHEAR AND STALLED. AN EXAMINATION OF THE FAILED SUPPORT TUBE REVEALED THAT IT HAD FAILED FROM OVERLOAD. REPORTEDLY, THERE WAS COMPACTED SNOW AND ICE ON THE INTENDED SURFACE.

Brief of Accident (Continued)

File No. - 3228

11/30/82

BREVIG MISSION, AK

A/C Reg. No. N3675P

Time (Lc1) - 1030 ABT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR - OVERLOAD
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3234 12/14/82 SAWMILL BAY, AK A/C Reg. No. N4939Q Time (Lcl) - 1100 AST

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

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

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

Make/Model - CESSNA 185A	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CORDOVA, AK	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) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
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)
PRIVATE, COMMERCIAL, ATP	Current - YES	Total - 10254
SE LAND, ME LAND, SE SEA, ME SEA	Months Since -	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
GLIDER		Last 90 Days- 160
		Rotorcraft - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT ENCOUNTERED GUSTY WIND AND EXPERIENCED POWER LOSS DURING TAKEOFF. THE PILOT MADE A HARD LANDING ON THE WATER AND THE AIRCRAFT NOSED OVER BUT DID NOT SINK. IT WASHED ASHORE ON A ROCKY BEACH AND WAS DESTROYED BY WAVE ACTION. NO ONE WAS INJURED IN THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 3234

12/14/82

SAWMILL BAY, AK

A/C Reg. No. N4939Q

Time (Lcl) - 1100 AST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
2. WEATHER CONDITION - GUSTS

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

Finding(s)

3. TERRAIN CONDITION - WATER, ROUGH

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

Finding(s)

4. WEATHER CONDITION - DOWNDRAFT
5. FLARE - INITIATED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3243 12/25/82 HOPE,AK A/C Reg. No. N8653Y Time (Lcl) - 1300 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
ANCHORAGE,AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 811 Last 24 Hrs - UNK/NR
Make/Model- 760 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER DURING DESCENT AND CRASHED INTO TREES. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT SAID HE WAS DESCENDING WITH REDUCED POWER AND WHEN HE TURNED CARBURETOR HEAT ON THE ENGINE BEGAN TO MISS SO HE TURNED CARBURETOR HEAT OFF. AT THIS TIME HIS ALTITUDE WAS LOW SO HE TURNED AND LANDED UPHILL. THE ONLY DISCREPANCY FOUND IN THE POWERPLANT WAS DEBRIS IN THE CARBURETOR WHICH PLUGGED THE INTERNAL PASSAGES AND SIMULATED CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 3243

12/25/82

HOPE, AK

A/C Reg. No. N8653Y

Time (Lcl) - 1300 AST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
3. FUEL SYSTEM, CARBURETOR - CONTAMINATION
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3378 12/31/82 NUNAPITCHUK, AK A/C Reg. No. N4246T Time (Lcl) - 1200 AST

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

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

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

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING IO-540-K1AS	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BETHEL, AK	NUNAPITCHUK
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - ICE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - 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	Current - YES	Total - 3000
SE LAND	Months Since -	Make/Model- 70
	Aircraft Type - UNK/NR	Instrument- 60
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS TAKING OFF FROM A FROZEN SEAPLANE LANDING AREA WHEN IT STRUCK SEVERAL SNOW BANKS AND CRASHED. THE PILOT STATED THAT HE HAD SELECTED AN AREA OF ICE, ABOUT 1100 FT LONG, AND BEGAN TAKING OFF IN AN 8 KT CROSSWIND WITH 6 PASSENGERS ON BOARD. REPORTEDLY, THE PLANE HAD TRAVELED ABOUT 900 FT AND HAD JUST ATTAINED FLYING SPEED WHEN IT HIT THE FIRST OF SEVERAL DRIFTS. AFTER CONTACTING ABOUT 4 DRIFTS, THE PLANE MUSHED (WHILE IN GROUND EFFECT) AND COLLIDED WITH BRUSH. THE COMPUTED TAKEOFF DISTANCE AT THE MAXIMUM GROSS WEIGHT WAS 1100 FT IN NO WIND CONDITIONS. THE GROSS WEIGHT FOR THIS TAKEOFF WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 3378

12/31/82

NUNAPITCHUK, AK

A/C Reg. No. N4246T

Time (Lcl) - 1200 AST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. TERRAIN CONDITION - SNOWBANK
-

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

Finding(s)

4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 5. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 7. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3241 9/15/82 MILLRY,AL A/C Reg. No. N8423U Time (Lcl) - 1130 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR/006 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
,AL
Destination
,AL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 87
Biennial Flight Review
Current - UNK/NR
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 796
Make/Model- 529
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A PARTIAL LOSS OF POWER DURING A FERRY FLIGHT AND WAS FORCED TO MAKE AN EMERGENCY LANDING IN A FIELD. HE STATED THAT HE NOTED 4 VIBRATIONS FOLLOWED BY A MISSING IN THE ENGINE. THE RPM DROPPED TO 1200 AND HE COULD NOT MAINTAIN ALTITUDE. OCCASIONALLY, BY PUMPING THE THROTTLE HE WAS ABLE TO INCREASE THE RPM ABOVE 1200. EXAMINATION REVEALED A SEPARATION OF THE RIGHT EXHAUST FLAME TUBE WHICH SUBSEQUENTLY CAUSED A POWER LOSS.

Brief of Accident (Continued)

File No. - 3241

9/15/82

MILLRY,AL

A/C Reg. No. N8423U

Time (Lc1) - 1130 CST

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

Finding(s)

1. EXHAUST SYSTEM,STACK - CRACKED
2. MAINTENANCE,ANNUAL INSPECTION - POOR - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,NOSE GEAR - BUCKLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3299 10/09/82 MONTGOMERY, AL A/C Reg. No. N45696 Time (Lcl) - 1220 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B60
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 11 FT
Cloud Conditions(2nd) - 11 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DANNELY FIELD
Runway Ident - 21
Runway Lth/Wid - 4010/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2814	Last 24 Hrs	- 0
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	257	Last 90 Days-	112
Multi-Eng -	592	Rotorcraft -	1568

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ADVANCING THE THROTTLE ABOUT 1/2 OF ITS TRAVEL TO COMMENCE THE TAKEOFF ROLL, THE PLT HEARD A LOUD EXPLOSION & FELT A VIOLENT SHAKING OF THE ACFT. THE ENG QUIT & THE ACFT SWERVED TO THE RIGHT SIDE OF THE RWY. POST CRASH EXAMINATION REVEALED THAT ONE ENTIRE PROPELLER BLADE HAD BEEN THROWN FROM THE PROPELLER HUB. THE FATIGUE FAILURE ORIGINATED AT A LOCATION ACROSS THE HUB FROM THE OPEN AREA & PROPOGATED OVER APPROXIMATELY 80% OF THE SURFACE BEFORE BREAKING AWAY IN OVERLOAD. THE FATIGUE ORIGINATED FROM AN AREA OF A METAL DEFECT IN THE FORM OF OVERHEATED MELTED MATERIAL. A DISCOLORED IRREGULAR AREA EXISTED ALONG THE OUTER RADIUS OF THE ORIGIN AREA, & DETAILED EXAMINATION OF THIS AREA DISCLOSED SPHERICAL PORES & STRUCTURE INDICATIVE OF FUSED METAL. THE FATIGUE STRIATIONS EMANATED FROM THE BASE OF THE POROUS & FUSED ZONE. A SPECIFIC CAUSE OF THE DEFECT WAS NOT IDENTIFIED.

Brief of Accident (Continued)

File No. - 3299

10/09/82

MONTGOMERY,AL

A/C Reg. No. N45696

Time (Lc1) - 1220 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3385 11/19/82 SARDIS,AL

A/C Reg. No. N7201Y

Time (Lcl) - 1740 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - 100 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- GROUND FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MEMPHIS, TN
Destination
SELMA, AL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NDB

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CRAIG FIELD
Runway Ident - 32
Runway Lth/Wid - 8002/ 150
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 744
Make/Model- UNK/NR
Instrument- 128
Last 24 Hrs - UNK/NR
Last 30 Days- 16
Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON AN IFR FLIGHT FROM MEMPHIS, TN TO SELMA, AL. DURING ARRIVAL, HE WAS CLEARED FOR AN NDB APPROACH TO THE CRAIG AIRPORT. AT THAT TIME, THE WEATHER WAS REPORTED AS MEASURED 400 FT OVERCAST, VISIBILITY 1/2 MI WITH FOG. THE WEATHER MINIMUMS FOR THE APPROACH WERE 700 FT CEILING, 3/4 MI VISIBILITY. THE PILOT REPORTED THAT HE WAS GOING TO TRY THE APPROACH, AND IF HE DID NOT MAKE IT, HE WOULD GO TO MONTGOMERY, AL. THE CONTROLLER LOST CONTACT WITH THE AIRCRAFT AFTER THE APPROACH WAS STARTED (AT DUSK). A WITNESS REPORTED SEEING THE AIRCRAFT BEFORE IT CRASHED. HE STATED THAT HE SAW THE AIRCRAFT BANK TO MISS A 50 FT TREE, THEN DISAPPEAR INTO THE FOG. THIS WITNESS ESTIMATED THAT THE CEILING AND VISIBILITY WERE BOTH ABOUT 100 FT. TWO MERCURY VAPOR SECURITY LIGHTS WERE INSTALLED ON THE FARM WHERE THE PLANE CRASHED. THEY WERE LOCATED BETWEEN THE FINAL APPROACH FIX AND THE RUNWAY. AN EXAMINATION OF THE WRECKAGE DID NOT REVEAL ANY PREIMPACT AIRCRAFT MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 3385

11/19/82

SARDIS,AL

A/C Reg. No. N7201Y

Time (Lcl) - 1740 CST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3386 11/23/82 ALABASTER, AL A/C Reg. No. N90218 Time (Lcl) - 1030 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/003 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 1500 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HUEYTOWN, AL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SHELBY COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - NO
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 576
Make/Model- 210
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 22
Rotorcraft - 210

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT SHORTLY AFTER TAKEOFF, HE NOTICED THE RPM'S BEGAN FALLING. HE STATED THAT HE INCREASED THE THROTTLE AND LOWERED THE COLLECTIVE, BUT THE RPM'S CONTINUED TO DECREASE UNTIL THE LOW RPM WARNING HORN CAME ON. AN AUTOROTATIVE LANDING WAS MADE. DURING TOUCHDOWN, WHILE THE HELICOPTER STILL HAD FORWARD SPEED, THE SKIDS DUG INTO THE GROUND AND THE TAIL MOVED UP INTO THE PATH OF THE MAIN ROTOR BLADES. THE HELICOPTER THEN TURNED AND CAME TO REST ON ITS SIDE. AN EXAMINATION REVEALED THE AIR-FILTER CARTRIDGE WAS COVERED WITH OIL, DIRT AND OTHER CONTAMINANTS; THE 4 V-DRIVE BELTS WERE FROM DIFFERENT MANUFACTURERS AND WERE OF DIFFERENT LENGTHS; THE ENGINE DRIVE ACTUATOR (PULLEY) VALLEYS WERE DEEPLY GROOVED AND WORN, THE EXHAUST MUFFLER HAD PIECES OF THE FLARE TUBE FLOATING LOOSE INSIDE THE MUFFLER. DURING A TEST RUN, THE ENGINE OPERATED NORMALLY. A TEARDOWN OF THE TRANSMISSION REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 3386

11/23/82

ALABASTER,AL

A/C Reg. No. N90218

Time (Lc1) - 1030 CST

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

Finding(s)

1. UNDETERMINED
2. EXHAUST SYSTEM,END PLATE - BLOCKED(PARTIAL)
3. FUEL SYSTEM,RAM AIR - BLOCKED(PARTIAL)
4. ROTOR DRIVE SYSTEM,MAIN ROTOR DRIVING PULLEY - WORN

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

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3396 11/23/82 CULLMAN, AL A/C Reg. No. N18411 Time (Lcl) - 2240 CST

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

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

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

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOUISVILLE,KY	FOLSOM
Wind Dir/Speed- 310/016 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5120/ 100
Cloud Conditions(1st) - 900 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- GROUND FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - UNK/NR	Total - 16060
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
GLIDER		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF FROM RWY 1, THE ACFT WAS OBSERVED TO CLIMB IN A STEEP ATTITUDE INTO THE CLOUDS. THE ACFT CRASHED IN A NEAR VERTICAL ATTITUDE ABOUT 3/4 MI FROM THE RWY ON A BEARING OF 050 DEG. THE CONTROL LOCK PIN FLAG WAS FOUND IN THE VICINITY OF THE CONTROL COLUMN WITH THE PIN MISSING. EXAMINATION OF THE ELEVATOR TRIM MOTOR GEARS REVEALED A DAMAGE TOOTH ON THE DRIVE GEAR & A SERIES OF MARKED TEETH ON THE DRIVER GEAR. THE ELEVATOR TRIM TAB WAS FOUND IN THE MAX DEFLECTION POSITION (FULL-UP TAB.) THE ELEVATOR TRIM MOTOR, WHEN OPERATING, TAKES 57.5 SECS TO MOVE FROM NEUTRAL TO FULL UP; 27 SECS TO MOVE FROM NEUTRAL TO FULL DOWN; & 67 SECS TO MOVE FROM FULL UP TO FULL DOWN. WHEN THE CONTROL LOCK PIN IS INSTALLED, THE ELEVATOR IS LOCKED 12 DEGS DOWN & THE AILERON IS LOCKED 8 DEGS RIGHT AILERON UP. THE LEFT PROP BLADES WERE BENT AFT ABOUT THE BLADE FACES. SOME CHORDWISE SCRAPES WERE NOTED. THE PROP HAD SEPARATED FROM THE ENG DRIVE SHAFT UNDER A TORSION & BENDING LOAD.

Brief of Accident (Continued)

File No. - 3396

11/23/82

CULLMAN,AL

A/C Reg. No. N18411

Time (Lcl) - 2240 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - RAIN
 5. UNDETERMINED
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3235 12/09/82 HUNTSVILLE, AL A/C Reg. No. N47185 Time (Lcl) - 1732 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C50
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 350/007 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
81J, FL
Destination
HSV, AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MADISON COUNTY AIRPORT
Runway Ident - 36
Runway Lth/Wid - 8000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	295	Last 24 Hrs -	2
Make/Model-	17	Last 30 Days-	UNK/NR	
Instrument-	59	Last 90 Days-	15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES DURING A LANDING APPROACH IN INSTRUMENT METEOROLOGICAL CONDITIONS ON A DARK NIGHT. A VFR FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS DAMAGED IN THE COLLISION BUT THE PILOT MANAGED TO CONTINUE THE APPROACH AND LAND. NO INJURIES WERE SUSTAINED. NO VASI WAS AVAILABLE AND THE AIRPORT ELEVATION IS 630 FEET. THE PILOT NORMALLY LANDS AT AN AIRPORT WITH AN ELEVATION OF 22 FEET.

Brief of Accident (Continued)

File No. - 3235

12/09/82

HUNTSVILLE,AL

A/C Reg. No. N4718S

Time (Lcl) - 1732 CST

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

Finding(s)

1. OBJECT - TREE(S)
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3355 11/11/82 NEAR PARIS, AR A/C Reg. No. N736QD Time (Lcl) - 2010 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA R172K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 195 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 300/020 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
HASKEL, OK
Destination
LITTLE ROCK, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 61
Biennial Flight Review
Current - NO
Months Since -
Aircraft Type - C-172

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

Total	- 709	Last 24 Hrs -	6
Make/Model-	709	Last 30 Days-	15
Instrument-	27	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PAX WERE ON A FLT FROM AMARILLO, TX TO LITTLE ROCK, AR. AN ENROUTE STOP WAS MADE AT HASKELL, OK AT APPR 1900 TO REFUEL. THE OWNER OF THE AFPT AT HASKELL STATED THAT THE PLANE ARRIVED IN A FAIRLY HEAVY RAINSTORM. AT THAT TIME, A WINTER TYPE COLD FRONT WAS MOVING EAST THRU TEXAS, OKLAHOMA & ARKANSAS. NUMEROUS THUNDERSTORMS & HEAVY RAINSTORMS WERE PRESENT & A TORNADO WATCH WAS IN EFFECT FROM 2130 TO 0100 FOR EASTERN OKLAHOMA AND WEST ARKANSAS. THE ARPT OWNER SUGGESTED WAITING OVER NIGHT & OFFERED ACCOMODATIONS, BUT SAID THE PLT & PAX WERE IN A HURRY. REPORTEDLY, RAIN WAS FALLING QUITE HEAVILY WHEN THEY WENT TO THE ACFT. THEY WAITED UNTIL THE STORM SUBSIDED THEN TKOF; HOWEVER, THEIR PLANNED ROUTE WOULD HAVE TAKEN THEM THRU THE SAME STORM. AT APPRX 2010 A WITNESS NEAR THE CRASH SITE HEARD VARIATIONS IN ENGINE PWR. HE WENT OUTSIDE & OBSERVED THE PLANE APPRX 10 TO 15 SEC BFR IT WENT OUT OF SIGHT THEN HEARD ON EXPLOSION & SAW A FIREBALL WHEN THE PLANE HIT A MTN SIDE AT NGT. NO PREIMPACT ENGINE FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 3355

11/11/82

NEAR PARIS, AR

A/C Reg. No. N736QD

Time (Lc1) - 2010.CST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - RAIN
 6. WEATHER CONDITION - FOG
 7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3320 12/06/82 MIDLAND, AR A/C Reg. No. N767T Time (Lcl) - 0841 CST

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FORT SMITH, AR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ABILENE, TX	FORT SMITH MUNICIPAL
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 1500 FT OVERCAST	Type of Clearance - RADAR ADVISORIES	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 - 72	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5000
SE LAND, ME LAND	Months Since -	Make/Model- 2800
	Aircraft Type - BE-36	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 5
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT FILED HIS VFR FLT PLAN HE WAS OBSERVED USING AN IFR ENROUTE CHART. ABOUT 7 MINUTES AFTER TAKEOFF THE PLT REQUESTED A FREQUENCY TO CALL FOR A CLEARANCE TO CLIMB ON TOP OF THE OVERCAST. APPROXIMATELY 5 MINUTES LATER, AS THE PLT WAS GIVING HIS POSITION, THE ACFT STRUCK A MOUNTAIN 250 FT BELOW THE PEAK. AT THE TIME OF IMPACT THE ACFT WAS IN A WINGS LEVEL, SLIGHT CLIMB ATTITUDE. A DEPARTING CORPORATE FLIGHT WAS SENT TO THE AREA IN AN ATTEMPT TO LOCATE THE WRECKAGE & REPORTED THAT THE TOP OF THE MOUNTAIN & THE ACCIDENT SITE WERE IN THE CLOUDS. THERE WERE NO VFR CHARTS FOUND IN THE WRECKAGE & THE PLT WAS UNFAMILIAR WITH THE MOUNTAINOUS AREA SOUTH OF FORT SMITH.

Brief of Accident (Continued)

File No. - 3320

12/06/82

MIDLAND, AR

A/C Reg. No. N767T

Time (Lcl) - 0841 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - CLOUDS
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3341 12/21/82 LITTLE ROCK, AR A/C Reg. No. N7873R Time (Lcl) - 1522 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH E33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3050
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-K
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 20000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

LITTLE ROCK, AR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

ADAMS FIELD

Runway Ident - 18

Runway Lth/Wid - 5125/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 956

Make/Model- 6

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, ALL THREE OF THE LANDING GEAR RETRACTED AS THE PILOT WAS APPLYING BRAKES TO TURN OFF AT THE FIRST EXIT. FAA INSPECTORS FOUND THE LANDING GEAR HANDLE IN THE DOWN POSITION WITH THE CIRCUIT BREAKER POPPED. THE FLAPS WERE ALSO FOUND IN THE FULL DOWN POSITION. MOST OF THE PILOT'S FLIGHT TIME WAS IN CESSNA AIRCRAFT THAT HAD THE FLAP HANDLE LOCATED IN THE APPROXIMATE POSITION OF THIS BEECH AIRCRAFT'S LANDING GEAR HANDLE. THE PILOT STATED THAT HE MAY HAVE ACTIVATED THE WRONG SWITCH. HE HAD ONLY 6 HRS IN THIS MAKE AND MODEL OF AIRCRAFT.

Brief of Accident (Continued)

File No. - 3341

12/21/82

LITTLE ROCK, AR

A/C Reg. No. N7873R

Time (Lc1) - 1522 CST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3377 5/10/82 MORMAN LAKE, AZ A/C Reg. No. N78810 Time (Lcl) - 0945 MST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WINSLOW, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	LONG BEACH, CA	Runway Ident - N/A
Wind Dir/Speed- 200/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since -	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED WINSLOW, AZ ON A FLT TO LONG BEACH, CA WITH AN EN ROUTE STOP SCHEDULED FOR PRESCOT, AZ. BEFORE DEPARTING WINSLOW, THE PLT WAS WARNED BY ANOTHER PLT THAT HE HAD ENCOUNTERED EXTREME TURBULENCE IN THE VICINITY OF MORMON MTN. THE PLT AND PAX'S REMAINED OVERNIGHT AT WINSLOW. THE NEXT MORNING THE PLT WAS ADVISED BY THE OTHER PLT THAT THE WX CONDS AT MORMON & MINGUS MTNS WERE STILL HAZARDOUS, HE RECOMMENDED THAT THEY FLY A SOUTHERLY ROUTE TOWARD PHOENIX, AZ TO CIRCUMNAVIGATE THE HIGH TERRAIN. THE PLT TOOK OFF & CONTD WESTBOUND. HE REPORTED THAT AS THEY PASSED OVER MORMON LAKE, THE PLANE BEGAN TO LOSE ALTITUDE. REPORTEDLY, HE STARTED TO CIRCLE OVER THE LAKE TO GAIN ALTITUDE, BUT ENCOUNTERED A DOWNDRAFT AND THE ACFT COLLIDED WITH TREES & CRASHED (7600' MSL). DURING AN EXAM OF THE WRECKAGE, NO PREIMPACT, MECHANICAL DISCREPANCIES WERE FOUND THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT. A WEIGHT & BALANCE COMPUTATION REVEALED THE GROSS WEIGHT WAS APRX 2474 LBS. THE MAX AUTHORIZE GROSS WEIGHT WAS 2300 LBS.

Brief of Accident (Continued)

File No. - 3377

5/10/82

MORMAN LAKE, AZ

A/C Reg. No. N78810

Time (Lc1) - 0945 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. OBJECT - TREE(S)

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3229 5/28/82 PHOENIX,AZ A/C Reg. No. N2256N Time (Lcl) - 2240 MST

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHANDLER,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHOENIX,AZ	PHOENIX SKY HARBOR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 08R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8850/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 182
SE LAND	Months Since -	Make/Model- 53
	Aircraft Type - C-140	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

A MCDONNELL DOUGLAS DC-10 HAD LANDED AND PROCEEDED TO THE RAMP AREA. AS HE ENTERED THE RAMP AND STARTED TOWARD GATE 6, THE GREEN SIGNAL LIGHT CHANGED TO RED AND THE PILOT STOPPED WITH THE DC-10'S TAIL POINTED TOWARD THE PARRALLEL TAXIWAY BESIDE RUNWAY 08R. THE PILOT WAS SIGNALLED TO STOP SINCE THE JETWAY HAD BEEN MOVED OUT PREMATURELY. JUST PRIOR TO THIS TIME, A CESSNA 140, N2256N, HAD LANDED ON RUNWAY 08R. THE CESSNA PILOT WAS INSTRUCTED TO STAY ON THE RUNWAY UNTIL ABEAM THE REPUBLIC HANGER. INSTEAD OF STAYING ON THE RUNWAY, THE CESSNA PILOT TURNED OFF AND TAXIED ON THE PARRALLEL TAXIWAY. AS HE WAS CROSSING (AT NIGHT) BEHIND THE DC-10, THE DC-10 PILOT GOT A GREEN SIGNAL TO TAXI INTO THE GATE. THE DC-10 PILOT ADDED 35% POWER ON 1 ENGINE AND THE JET BLAST BLEW THE CESSNA OVER. NEITHER OF THE GROUND HANDLERS SAW THE CESSNA BEFORE SIGNALING THE DC-10 TO MOVE INTO THE GATE. THE ATC CONTROLLER STATED THAT HE SAW THE CESSNA TURN OFF THE RUNWAY EARLY, BUT SINCE THERE WAS NO CONFLICTING TRAFFIC, HE MADE TWO MORE TRANSMISSIONS.

Brief of Accident (Continued)

File No. - 3229

5/28/82

PHOENIX,AZ

A/C Reg. No. N2256N

Time (Lc1) - 2240 MST

Occurrence PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - NIGHT
2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT OF OTHER AIRCRAFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3347 7/16/82 YUMA,AZ A/C Reg. No. N8538S Time (Lcl) - 0540 MST

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

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

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

Make/Model	- AIR TRACTOR 301	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- UNK/NR	LOCAL	Runway Ident
Wind Dir/Speed	- UNK/NR		- N/A
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	- 10000 FT SCATTERED	Type of Flight Plan	- N/A
Cloud Conditions(2nd)	- 25000 FT SCATTERED	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 500	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 637	Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD COMPLETED HIS LAST LOAD OF THE DAY AND WAS EN ROUTE BACK TO THE AIRPORT. ACCORDING TO WITNESSES, THE AIRCRAFT ENTERED A NOSE HIGH ATTITUDE, THEN THE NOSE DROPPED AND THE PLANE ENTERED A SPIN. IT STRUCK THE GROUND BEFORE RECOVERING FROM THE SPIN. AN EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT FAILURE OF THE AIRFRAME OR ENGINE.

Brief of Accident (Continued)

File No. - 3347

7/16/82

YUMA,AZ

A/C Reg. No. N8538S

Time (Lcl) - 0540 MST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3238 7/18/82 GRAND CANYON,AZ A/C Reg. No. N4600S Time (Lcl) - 1658 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 36000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/006 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 7000 FT BROKEN
Cloud Conditions(2nd) - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GRAND CANYON ARPT
Runway Ident - 21
Runway Lth/Wid - 9000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT DRAGGED A WINGTIP DURING AN ABORTED TAKEOFF AND SWERVED OFF THE RUNWAY. THE DENSITY ALTITUDE WAS 8200 FEET. THE PILOT SAID HE COULD NOT MAINTAIN A CLIMB SO HE LOWERED THE LANDING GEAR TO ABORT THE TAKEOFF AND LOST CONTROL OF THE AIRCRAFT. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. NO PILOT REPORT HAS BEEN RECEIVED FOR THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 3238

7/18/82

GRAND CANYON, AZ

A/C Reg. No. N4600S

Time (Lc1) - 1658 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

Finding(s)

6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3239 7/25/82 GOODYEAR,AZ A/C Reg. No. N2223C Time (Lcl) - 1307 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/006 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 12000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GOODYEAR,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PHOENIX-LITCHFIELD MUNICI
Runway Ident - 21
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN LANDING GEAR OF THE AIRCRAFT BROKE OFF DURING A TOUCH AND GO LANDING AND THE AIRCRAFT WAS DAMAGED FURTHER ON A SUBSEQUENT LANDING. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE LANDING GEAR BOLTS FAILED IN OVERLOAD AND SHOWED NO EVIDENCE OF FATIGUE. NO REPORT WAS FILED BY THE PILOT.

Brief of Accident (Continued)

File No. - 3239

7/25/82

GOODYEAR, AZ

A/C Reg. No. N2223C

Time (Lc1) - 1307 MST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
 5. GO-AROUND - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3360 10/03/82 FLAGSTAFF,AZ A/C Reg. No. N72RT Time (Lcl) - 0210 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH 95-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-E
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 180/006 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PULLIAM AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - BE-95

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2431 Last 24 Hrs - UNK/NR
Make/Model- 150 Last 30 Days- UNK/NR
Instrument- 73 Last 90 Days- UNK/NR
Multi-Eng - 582

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO WITNESSES REPORTED THAT BETWEEN 0130 & 0200 THEY OBSERVED AN ACFT PERFORMING DIVES, LOOPS, INVERTED FLIGHT & BUZZING A LAKE. THEY STOPPED THEIR VEHICLE & CONTINUED TO OBSERVE THE ACFT. THE ACFT THEN DEPARTED BUT RETURNED SHORTLY THEREAFTER. THE LAKE IS LOCATED ABOUT 5 MI SOUTH OF THE ACCIDENT SITE. THE ACFT IMPACTED THE GROUND IN ABOUT A 90 DEG NOSE DOWN ATTITUDE. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.142%. ALL OF THE PASSENGERS BLOOD LEVEL WERE POSITIVE.

Brief of Accident (Continued)

File No. - 3360

10/03/82

FLAGSTAFF, AZ

A/C Reg. No. N72RT

Time (Lcl) - 0210 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3346 11/21/82 TUCSON, AZ A/C Reg. No. N73991 Time (Lcl) - 1435 MST

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

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

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

Make/Model	- BELL 47G-3B-1	Eng Make/Model	- LYCOMING TVO-435-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 1	Rated Power	- 270 HP		

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

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

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 600	Last 24 Hrs - UNK/NR
SE LAND	Months Since -	Make/Model - 23	Last 30 Days - 19
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 23
			Rotorcraft - 23

Instrument Rating(s) - NONE

-----Narrative-----

THE SINGLE ENGINE LAND AIRPLANE PILOT WAS ON A SOLO INSTRUCTIONAL FLIGHT, PRACTICING LANDINGS IN THE HELICOPTER. HE REPORTED THAT DURING A LANDING, HE WAS TOO FAST. WHILE FLARING, THE TAIL ROTOR HIT THE GROUND AND ONE OF THE TAIL ROTOR BLADES SEPARATED. BEFORE THE AIRCRAFT COULD BE LANDED AND THE ENGINE SHUT DOWN, A SEVERE VIBRATION BEGAN (DUE TO THE LOSS OF THE BLADE) AND THE TAIL ROTOR GEAR BOX SEPARATED FROM THE AIRFRAME. NO OTHER DAMAGE WAS REPORTED.

Brief of Accident (Continued)

File No. - 3346

11/21/82

TUCSON,AZ

A/C Reg. No. N73991

Time (Lcl) - 1435 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
 4. ROTOR SYSTEM, TAIL ROTOR BLADE - OVERLOAD
 5. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
 6. ROTOR SYSTEM - VIBRATION
 7. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - OVERLOAD
 8. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3345 12/12/82 CAREFREE, AZ A/C Reg. No. N37690 Time (Lcl) - 1550 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - FRANK TURBEN AERO SPORT SCAMP
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 722
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 2180-CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 70 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAREFREE, AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

GLIDER

Age - 62
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 16412
Make/Model- 60
Instrument- 900
Multi-Eng - 9150
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 35
Rotorcraft - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FLEW FROM GLENDALE TO CAREFREE, AZ. AFTER LANDING, HE REFUELED AND PAID FOR 6.7 GALS OF GASOLINE. DURING TAKEOFF, HE ENCOUNTERED A PARTIAL LOSS OF POWER. A TURN WAS MADE TOWARD LOWER TERRAIN AND TO LAND ON A GOLF COURSE. THE AIRCRAFT BARELY CLEARED POWER LINES AND LANDED IN THE DESERT. DURING THE LANDING, THE NOSE GEAR DUE INTO SOFT TERRAIN AND COLLAPSED, THEN THE AIRCRAFT FLIPPED OVER. AN EXAMINATION OF THE FUEL SYSTEM AND GASCOLATOR REVEALED EVIDENCE OF WATER. WATER WAS ALSO FOUND IN A SAMPLE TAKEN FROM THE FUEL TRUCK.

Brief of Accident (Continued)

File No. - 3345

12/12/82

CAREFREE,AZ

A/C Reg. No. N37690

Time (Lcl) - 1550 MST

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

Finding(s)

1. FLUID,FUEL - WATER
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3253 12/14/82 TUCSON, AZ A/C Reg. No. N6085E Time (Lcl) - 1523 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH K35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 010/006 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BENSON, AZ
Destination
TUCSON, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 67
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - K-35

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

Total	- 707	Last 24 Hrs	- UNK/NR
Make/Model-	707	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO RISING TERRAIN LEFT WING TIP FIRST. THE PILOT HAD MADE A RADIO CALL SAYING HE WAS LANDING DUE TO SMOKE IN THE COCKPIT AT 1517 MST. AT 1523 MST THE ACFT CRASHED OFF ARPT ON AN UPSLOPE WITH A 30 DEGREE INCLINE. EXAMINATION OF THE WRECKAGE DID NOT INDICATE ANY IN FLT BREAKUP OF THE ACFT STRUCTURE. NO EVIDENCE OF MALFUNCTION WAS NOTED IN THE EXHAUST SYSTEM OR HEAT SHROUDS WHICH MIGHT HAVE PRODUCED SMOKE. SEVERITY OF THE IMPACT MADE THIS A NON SURVIVABLE ACCIDENT. THE DRUGS THAT THE PILOT WAS TAKING CHRONICALLY WOULD HAVE AN EFFECT SIMILIAR TO ALCOHOL; NAMELY CONFUSION, LETHARGY, INATTENTION ETC. THE PILOT IN THE 24 HOURS PRIOR TO THE ACCIDENT TOOK AN UNKNOWN AMOUNT OF MEDICATION HIS DRUG LEVEL INDICATES HE WAS TAKING IT CHRONICALLY AND IN LARGER THAN NORMALLY PRESCRIBED DOSES.

Brief of Accident (Continued)

File No. - 3253

12/14/82

TUCSON,AZ

A/C Reg. No. N6085E

Time (Lc1) - 1523 MST

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

Finding(s)

1. JUDGEMENT - INATTENTIVE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
 3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. SPIRAL - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3348 12/18/82 CORNVILLE,AZ A/C Reg. No. N9692L Time (Lcl) - 1406 MST

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

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

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

Make/Model - GRUMMAN AMERICAN AA-1B	Eng Make/Model - LYCOMING O-235-C26C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WICKENBURG,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COTTONWOOD,AZ	
Wind Dir/Speed- UNK/NR	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1537
SE LAND,SE SEA	Months Since -	Last 24 Hrs - 1
	Aircraft Type - J-3	Make/Model- 248
		Instrument- 83
		Multi-Eng - 16
		Last 30 Days- 13
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A FLIGHT FROM WICKENBURG TO COTTONWOOD, AZ TO MEET A FRIEND AND FLY HIM TO PHOENIX, AZ. DURING ARRIVAL, HE MADE TWO PASSES OVER THE TOP OF SOME HOMES WHERE HIS FRIEND WAS STAYING, NEARBY AT CORNVILLE, AZ. ON THE SECOND PASS, HE MADE A BARREL ROLL TYPE OF MANEUVER. BEFORE COMPLETING THE MANEUVER, THE PLANE CRASHED IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 3348

12/18/82

CORNVILLE,AZ

A/C Reg. No. N9692L

Time (Lc1) - 1406 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - 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 accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3236 5/09/82 SAN CARLOS, CA A/C Reg. No. N9180T Time (Lcl) - 1511 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A ELT Installed/Activated - UNK/NR
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
Rated Power - 150 HP

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/020 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SAN CARLOS
Runway Ident - 30
Runway Lth/Wid - 2600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 210	Last 24 Hrs	- 0
Make/Model-	UNK/NR	Last 30 Days-	0
Instrument-	UNK/NR	Last 90 Days-	0
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT GROUND LOOPED DURING LANDING. THE WIND WAS 240 DEGREES AT 20 KNOTS. THIS WOULD BE A 60 DEGREE CROSS-WIND FOR RUNWAY 30. IT IS NOT KNOWN WHICH DIRECTION THE PILOT USED.

Brief of Accident (Continued)

File No. - 3236

5/09/82

SAN CARLOS, CA

A/C Reg. No. N9180T

Time (Lcl) - 1511 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3221

6/12/82

CORONA, CA

A/C Reg. No. N18007

Time (Lcl) - 1246 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/006 KTS
Visibility - 3.000 SM
Cloud Conditions(1st) - PART OBSC
Cloud Conditions(2nd) - 2000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Pilot-In-Command

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

Age - 49
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BOTH AIRCRAFT (A CESSNA 150L, N18007 AND A CESSNA 140, N90006) HAD TAKEN OFF FROM THE CORONA MUNICIPAL AIRPORT, SOMETIME AROUND NOON ON 6/12/82. THE CESSNA 150 PILOT AND PASSENGER WERE ON A FLIGHT TO PORTERVILLE, CA, WHILE THE CESSNA 140 PILOT AND PASSENGER WERE FLYING TO STRAWBERRY VALLEY, UT. AT 1246 PDT, THE TWO AIRCRAFT COLLIDED IN FLIGHT AND FELL TO THE GROUND ABOUT ONE MILE EAST OF THE DEPARTURE AIRPORT. SIX MILES NORTHWEST AT CHINO, THE WEATHER WAS REPORTED AS SKY PRTLY OBSCD, EST 2000 OVC, VIS 3 MI WITH HAZE. WITNESSES REPORTED THAT BOTH AIRCRAFT WERE IN AND OUT OF CLOUDS PRIOR TO THE MID-AIR COLLISION. THE WRECKAGE OF BOTH AIRCRAFT WERE EXAMINED, BUT THE CONDITION OF THE WRECKAGE WAS SUCH THAT THE COLLISION ANGLE OR INITIAL CONTACT POINT COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 3221

6/12/82

CORONA, CA

A/C Reg. No. N18007

Time (Lc1) - 1246 PDT

Occurrence MIDAIR COLLISION

Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HAZE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3221

6/12/82

CORONA, CA

A/C Reg. No. N90006

Time (Lcl) - 1246 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-CRUISE				
Fire	NONE	Crew 1	0	0	0
		Pass 1	0	0	0
		Other 2	0	0	0

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/006 KTS

Visibility - 3.000 SM

Cloud Conditions(1st) - PART OBSC

Cloud Conditions(2nd) - 2000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

STRAWBERRY VALLEY, UT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 195

Make/Model- 14

Instrument- 13

Last 24 Hrs - UNK/NR

Last 30 Days- 0

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

BOTH AIRCRAFT (A CESSNA 150L, N18007 AND A CESSNA 140, N90006) HAD TAKEN OFF FROM THE CORONA MUNICIPAL AIRPORT, SOMETIME AROUND NOON ON 6/12/82. THE CESSNA 150 PILOT AND PASSENGER WERE ON A FLIGHT TO PORTERVILLE, CA, WHILE THE CESSNA 140 PILOT AND PASSENGER WERE FLYING TO STRAWBERRY VALLEY, UT. AT 1246 PDT, THE TWO AIRCRAFT COLLIDED IN FLIGHT AND FELL TO THE GROUND ABOUT ONE MILE EAST OF THE DEPARTURE AIRPORT. SIX MILES NORTHWEST AT CHINO, THE WEATHER WAS REPORTED AS SKY PRTLY OBSCD, EST 2000 OVC, VIS 3 MI WITH HAZE. WITNESSES REPORTED THAT BOTH AIRCRAFT WERE IN AND OUT OF CLOUDS PRIOR TO THE MID-AIR COLLISION. THE WRECKAGE OF BOTH AIRCRAFT WERE EXAMINED, BUT THE CONDITION OF THE WRECKAGE WAS SUCH THAT THE COLLISION ANGLE OR INITIAL CONTACT POINT COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 3221

6/12/82

CORONA, CA

A/C Reg. No. N90006

Time (Lc1) - 1246 PDT

Occurrence MIDAIR COLLISION

Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HAZE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3376 6/13/82 TRUCKEE,CA A/C Reg. No. N42488 Time (Lcl) - 2128 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3110	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 265 HP	

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

Weather Data

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

Itinerary

Last Departure Point
PETALUMA,CA
Destination
RIVERTON,WY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 2015 PDT ON 6/13/82, THE ACFT DEPARTED PETALUMA, CA ON A NGT, VFR, X-COUNTRY FLT TO RIVERTON, WY. AN EN ROUTE STOP WAS PLANNED FOR ELCO, NV. NO RECORDS WERE FND OF A WX BRIEFING OR FLT PLAN. THE ACFT WAS DECLARED OVERDUE ON 6/16/82 & THE WRECKAGE WAS FND ON 6/22/82 ON A MTN RIDGE AT AN ELEV OF APRX 7500 FT. AN INVESTIGATION REVEALED THE ACFT HAD IMPACTED IN A STEEP NOSE DOWN ATTITUDE. THE WRECKAGE WAS DISBURSED OVR A SMALL AREA SURROUNDING THE IMPACT PT. THE FUSELAGE, ENG & WINGS WERE DESTROYED BY IMPACT, BUT THE EMPENNAGE REMAINED INTACT. THE TIPS OF THE PROP WERE SHATTERED & CHORDWISE SCORING & LEADING EDGE GOUGES WERE FND ON THE BLADES. THE ESTIMATED TIME OF IMPACT WAS AT 2128 PDT ON A DARK NGT. NO SIGNIFICANT WX CONDS WERE RPRTD. NO PREIMPACT, MECHANICAL DISCREPANCIES WERE FND. THE PLT'S MEDICAL CERTIFICATE REQUIRED THAT HE WEAR CORRECTIVE LENSES & IT WAS NOT VALID FOR NGT FLT OR FOR FLT BY COLOR SIGNAL CONTROL. TWO PAIRS OF SUNGLASSES (IN CASES) WERE FND IN THE WRECKAGE, BUT NONE WERE FND TO HAVE BEEN WORN BY THE PLT.

Brief of Accident (Continued)

File No. - 3376

6/13/82

TRUCKEE,CA

A/C Reg. No. N42488

Time (Lcl) - 2128 PDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3266 6/26/82 TRINITY CENTER, CA A/C Reg. No. N759NE Time (Lcl) - 1824 PDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2960	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JOSE, CA	Runway Ident - N/A
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 4000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 8000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
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)
PRIVATE	Current - YES	Total - 364
SE LAND	Months Since -	Last 24 Hrs - UNK/NR
	Aircraft Type - C-182	Make/Model- 24
		Instrument- 3
		Last 30 Days- 3
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CONTACTED THE REDDING, CA TOWER & STATED HE WAS ON TOP & 41 MI FROM THE REDDING VOR. HE THEN REPORTED HE WAS GOING INTO THE CLOUDS & REQUESTED RADAR SERVICE. HE THEN CONTACTED OAKLAND ARTCC WHO PROVIDED ASSISTANCE UNTIL THE PLT STATED HE HAD FOUND A HOLE & WAS GOING DOWN NEAR THE TRINITY CENTER ARPT. RADAR & RADIO CONTACT WERE LOST AS THE ACFT DESCENDED BELOW ARTCC COVERAGE. THE PLT OF ANOTHER ACFT WAS ASKED TO RELAY TRANSMISSIONS & REPORTED THAT THE C-182 WAS OVER THE LAKE LOOKING FOR THE RWY. AT 1812 THE OTHER PLT RELAYED THAT THE C-182 WAS GOING TO CLIMB BACK UP & THAT IT WAS "SQUIRRELY" DOWN THERE. THE ACFT CRASHED IN MOUNTAINOUS TERRAIN AT THE 6,500 FT ELEVATION OF A 7,000 FT PEAK. THE WX IN THE AREA WAS REPORTED AS HAZY & FOGGY WITH THE MOUNTAINS OSCURED.

Brief of Accident (Continued)

File No. - 3266

6/26/82

TRINITY CENTER, CA

A/C Reg. No. N759NE

Time (Lc1) - 1824 PDT

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3351

7/02/82

MOJAVE, CA

A/C Reg. No. N82X

Time (Lcl) - 0845 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-EXPERIMENTATION	1	0	0	0
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-APPROACH				

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

Make/Model - QUICKIE QAC-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1250
No. of Seats - 1

Eng Make/Model - FRANKLIN P2L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MOJAVE
Runway Ident - 30
Runway Lth/Wid - 9610/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1598	Last 24 Hrs	- 0
Make/Model	- 46	Last 30 Days	- UNK/NR
Instrument	- 83	Last 90 Days	- 60
Multi-Eng	- 5		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BUILT AS A ONE-TIME ONLY ACFT FOR RECORD BREAKING DISTANCE FLYING, PRESUMABLY FOR AN AROUND-THE-WORLD FLIGHT WITHOUT REFUELING. IMMEDIATELY AFTER TAKEOFF, THE PLT RADIOED THE CHASE PLANE THAT HE HAD SOME MINOR PROBLEM & WAS GOING TO LAND. AFTER TURNING FINAL THE PLT REPORTED "SOMETHING BROKE, I'M GOING IN..." THE ACFT CRASHED AT A SLIGHT NOSE DOWN ATTITUDE 1/2 MI FROM THE END OF THE RWY. CONTINUITY OF FLIGHT CONTROL WAS ESTABLISHED & NO EVIDENCE OF PREIMPACT FLIGHT CONTROL WAS EVIDENT. THERE WERE NO DRAWINGS OR DATA AVAILABLE FOR THE DESIGN OF THE ACFT. THE FUSELAGE & EMPENNAGE REPORTEDLY HAD NOT BEEN STATIC TESTED. A BREAK AT THE REAR OF THE COCKPIT APPEARED TO BE IN AN AREA OF POOR DESIGN. THE COMPOSITE STRUCTURE BEHIND THE COCKPIT RAILS LOOKED QUESTIONABLE IN ITS CROSS-SECTIONAL AREA TO HANDLE THE BENDING LOADS IN THIS AREA. AN IN FLIGHT SEPARATION OF THE FUSELAGE AT THE REAR OF THE COCKPIT BY AS MUCH AS 1 INCH WOULD HAVE PLACED THE STABILIZER IN A 3 DEG NOSE UP ANGLE RENDERING THE ELEVATOR INSUFFICIENT TO HOLD THE NOSE UP.

Brief of Accident (Continued)

File No. - 3351

7/02/82

MOJAVE, CA

A/C Reg. No. N82X

Time (Lcl) - 0845 PDT

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

Finding(s)

1. FUSELAGE - INADEQUATE
 2. FUSELAGE - OVERLOAD
 3. FUSELAGE - FAILURE, PARTIAL
 4. FUSELAGE - SEPARATION
 5. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRFRAME - MANUFACTURER
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3251 7/18/82 SAN JOAQUIN, CA A/C Reg. No. N4326S Time (Lcl) - 0040 PDT

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

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

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

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 5000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 60	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	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 AIRCRAFT ENGINE STARTED RUNNING ROUGH ON A FERRY FLIGHT AND THE PILOT DECIDED TO MAKE A PRECAUTIONARY LANDING IN A COTTON FIELD. DURING THE LANDING THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 3251

7/18/82

SAN JOAQUIN, CA

A/C Reg. No. N4326S

Time (Lc1) - 0040 PDT

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - CROP
 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3319 8/08/82 CORCORAN,CA A/C Reg. No. N47489 Time (Lcl) - 1930 PDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PORTERVILLE,CA Destination COALINGA,CA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data CORCORAN Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 34 Biennial Flight Review Current - YES Months Since - Aircraft Type - PA-23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - UNK/NR Last 24 Hrs - 2 Make/Model- UNK/NR Last 30 Days- UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED APPROXIMATELY 25 MINUTES AFTER TAKEOFF. THERE WERE NO WITNESSES TO THE ACCIDENT. THE CRASH SITE WAS A PLOWED & CULTIVATED SEED ALFALFA FARM LAND. GROUND SCARS REVEAL THAT THE ACFT STRUCK THE GROUND IN A LEVEL FLIGHT ATTITUDE, ALL WHEELS SIMULTANEOUSLY. THE FLAPS WERE FULLY EXTENDED. THE PLT'S BLOOD ALCOHOL LEVEL WAS 335 MG% WITH PUTREFACTION EVIDENT. THE PASSENGER'S BLOOD ALCOHOL LEVEL WAS 138 MG% WITH NO EVIDENCE OF PUTREFACTION.

Brief of Accident (Continued)

File No. - 3319

8/08/82

CORCORAN,CA

A/C Reg. No. N47489

Time (Lcl) - 1930 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3400 8/27/82 SANTA YNEZ,CA A/C Reg. No. N5049U Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2150
No. of Seats - 2

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

SANTA YNEZ
Runway Ident - 26
Runway Lth/Wid - 2805/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 630
Make/Model- 35
Instrument- 85
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORT OF THE RWY DURING A LOCAL FLT. THE LANDING APPROACH WAS TO RWY 26 AND THE WIND ACCORDING TO A WITNESS WAS FROM 225 DEGREES AT 10 KTS. ANOTHER WITNESS ACCOUNT STATED THAT THE ACFT APPROACHED THE RWY AT A 90 DEGREE ANGEL WITH THE RIGHT WING DOWN AT AN ALT OF 20-25 FT. THE ACFT APPEARED TO HAVE A HIGH SINK RATE AND HIT THE GROUND OFF THE RWY ON THE NOSE AND RIGHT WING AND SLID UP ON THE RWY AND ENDED UP HEADING EAST IN THE MIDDLE OF THE RWY. THE WITNESS OBSERVED THAT THE LANDING GEAR WAS TORN OFF WITH ONE MAIN WHEEL BOUNCING 30 FT INTO THE AIR AND ROLLING OFF TOWARD THE WINDSOCK. THE OWNER STATED THAT HE FELT THIS ACFT TENDED TO WIND COCK BECAUSE OF THE LARGE VERTICAL FIN AND HE THOUGHT THE WIND WAS GUSTY BECAUSE OF THE "DUST DEVILS" HE SIGHTED.

Brief of Accident (Continued)

File No. - 3400

8/27/82

SANTA YNEZ, CA

A/C Reg. No. N5049U

Time (Lc1) - 1430 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3326 8/29/82 RANCHO SANTA FE,CA A/C Reg. No. N888GS Time (Lcl) - 1345 PDT

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

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A48	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 105 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN DIEGO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1369
SE LAND	Months Since -	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 890
		Last 30 Days- UNK/NR
		Instrument- 64
		Last 90 Days- 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE STUDENT WAS RECOVERING FROM A SLIP MANEUVER AT ABOUT 1,500 FT POWER WAS APPLIED. THE ENG INITIALLY PRODUCED ABOUT 2500 RPM, THEN DECREASED TO ABOUT 2000 RPM. APPLICATION OF CARBURETOR HEAT DID NOT HAVE ANY EFFECT OF THE ENG RPM. RPM CONTINUED TO DECREASE TO ABOUT 1200 RPM. THE CFI TOOK CONTROL & ATTEMPTED TO LAND ON A RIVERBED. DURING THE APPROACH THE RIGHT WING STRUCK A POWERLINE. THE CFI WAS ABLE TO MAINTAIN CONTROL OF THE ACFT & LANDING WAS MADE ON THE SOFT, SANDY RIVERBED. THE NOSE WHEEL SEPARATED AS IT DUG INTO THE GROUND & THE ACFT FLIPPED OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 3326

8/29/82

RANCHO SANTA FE,CA

A/C Reg. No. N888GS

Time (Lcl) - 1345 PDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,NOSE GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

Occurrence #5 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3305

9/01/82

DAGGETT,CA

A/C Reg. No. N2584L

Time (Lcl) - 0200 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
DAGGETT,CA
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FLEW INTO RISING TERRAIN AT NIGHT. THE PLT WAS ISSUED A STUDENT PILOT CERTIFICATE 3 YRS BEFORE THE ACCIDENT.
THE ACFT WAS REGISTERED TO THE PLT'S FATHER . NO FURTHER INFORMATION WAS MADE AVAILABLE.

Brief of Accident (Continued)

File No. - 3305

9/01/82

DAGGETT,CA

A/C Reg. No. N2584L

Time (Lc1) - 0200 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - RISING
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3358 9/01/82 PALO ALTO, CA A/C Reg. No. N78EV Time (Lcl) - 1810 PST

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

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

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

Make/Model - FALKENTHAL VARIEZE	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RIALTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALO ALTO, CA	PALO ALTO
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Cloud Conditions(1st) - NONE	Type of Clearance - CONTROLLED VFR	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 - DUSK		

-----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 - NO	Total - 270
SE LAND	Months Since -	Make/Model- 46
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH THE ACFT SUDDENLY PITCHED DOWN ABOUT 45 DEG & CRASHED INTO A DUCK POND CONTAINING APPROXIMATELY 4-5 FT OF WATER. DURING EXAMINATION OF THE WRECKAGE IT WAS NOTED A BOLT WAS MISSING THAT SECURES THE ELEVATOR CONTROL STICK, AT THE BELLCRANK, TO THE PUSH-PULL ROD THAT EXTENDS TO & OPERATES THE ELEVATORS ATTACHED TO THE CANARD. THE PLT STATED THAT PRIOR TO THIS FLT HE HAD PUT IN A NEW INSTRUMENT PANEL DURING WHICH THE CANARD HAD BEEN REMOVED. HE COULD NOT REMEMBER TORQUING THE NUT ATTACHING THE ELEVATOR PUSH-PULL ROD TO THE BELLCRANK WHEN HE REINSTALLED THE CANARD.

Brief of Accident (Continued)

File No. - 3358

9/01/82

PALO ALTO, CA

A/C Reg. No. N78EV

Time (Lcl) - 1810 PST

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - UNDERTORQUED
 2. FLT CONTROL SYST, ELEVATOR CONTROL - DISCONNECTED
 3. FLT CONTROL SYST, ELEVATOR CONTROL - DISABLED
 4. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3362 9/02/82 NEAR ISLETON,CA A/C Reg. No. N141A Time (Lcl) - 1433 PDT

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

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

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

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MODESTO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 30000 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 - 44	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PASSENGER WERE ON A LOCAL FLIGHT TO FLY TO THE SAN JOAQUIN RIVER DELTA TO OBSERVE AND PHOTOGRAPH A BREAK IN THE RIVER'S LEVEL, AS WELL AS THE PASSENGER'S BOAT. A CONSENSUS OF THE WITNESSES WAS THAT THE AIRCRAFT WAS CIRCLING THE AREA WHEN IT STRUCK UNMARKED POWER LINES THAT TRAVERSED THE RIVER. AFTER IMPACT, THE AIRCRAFT STRUCK THE WATER AND SANK. LATER, THE AIRCRAFT WAS RECOVERED. AN EXAMINATION OF THE AIRCRAFT AND ENGINE DISCLOSED NO EVIDENCE OF PREEXISTING MALFUNCTION OR FAILURE THAT WOULD HAVE AFFECTED THE PLANE'S PERFORMANCE. THE PILOT DID NOT POSSESS A CURRENT MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 3362

9/02/82

NEAR ISLETON, CA

A/C Reg. No. N141A

Time (Lc1) - 1433 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH

-----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. - 3204 9/11/82 BEAR VALLEY, CA A/C Reg. No. N4357W Time (Lcl) - 1205 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model - BEECH C23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/013 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA MARIA, CA
Destination
BEAR VALLEY, CA

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

BEAR VALLEY STOLPORT
Runway Ident - 19
Runway Lth/Wid - 3000/ 100
Runway Surface - GRAVEL
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 621 Last 24 Hrs - 2
Make/Model- 621 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED LONG AND FAST ON THE RUNWAY. HE WAS USING RUNWAY 19 AND THE WIND WAS FROM THE NORTH AT 15-20 KTS. HE LANDED AND WHILE STILL ROLLING AT 65 KTS INITIATED A GO-AROUND. HE DID NOT CLIMB HIGH ENOUGH TO CLEAR SMALL TREE AND AFTER COLLIDING WITH THEM HE CRASHED AND BURNED. THE PILOT WAS SERIOUSLY BURNED BUT SURVIVED BY JUMPING INTO A NEAR-BY STREAM.

Brief of Accident (Continued)

File No. - 3204

9/11/82

BEAR VALLEY, CA

A/C Reg. No. N4357W

Time (Lc1) - 1205 PDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 6. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3240 9/19/82 VISALIA,CA A/C Reg. No. N5889V Time (Lcl) - 1800 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

VISALIA MUNICIPAL
Runway Ident - 30
Runway Lth/Wid - 6556/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 100
Last 24 Hrs - 0
Make/Model- UNK/NR
Last 30 Days- 0
Instrument- UNK/NR
Last 90 Days- 0
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED SHORT OF THE RUNWAY DURING FINAL APPROACH. THE PILOT REPORTED A LOSS OF POWER WHICH COULD NOT BE DUPLICATED BY FAA MAINTENANCE. NO ENGINE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 3240

9/19/82

VISALIA,CA

A/C Reg. No. N5889V

Time (Lcl) - 1800 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3223 9/25/82 ARCATA,CA A/C Reg. No. N353GL Time (Lcl) - 1730 PDT

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

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

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

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B1G6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAYWARD,CA	Runway Ident - N/A
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since -	Make/Model- 323
	Aircraft Type - 2T-1A-2	Instrument- UNK/NR
GLIDER		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
Instrument Rating(s) - NONE		

-----Narrative-----

THE PLT & PAX WERE ON A CROSS-COUNTRY FROM SOMEWHERE IN THE KLAMATH, CA AREA TO HAYWARD, CA. WITNESSES OBSERVED IT FLYING SOUTHBOUND AT 50 TO 100 FT OVER THE OCEAN'S SHORE LINE. REPORTEDLY, THE ACFT MADE A SHARP LEFT TURN TOWARD LAND, THEN CRASHED ON A NORTHERLY HEADING INTO TREES & BRUSH. THE TREES & BRUSH WERE LOCATED ON A BLUFF APRX 20 FT ABOVE THE BEACH. DRG AN EXAM OF THE WRECKAGE, NO FUEL WAS FOUND IN THE UPPER WING TANK AND ONLY ABOUT 1 QT WAS FOUND IN THE HEADER TANK. THE ACFT FUEL CAPACITY WAS 27.4 GAL WITH .7 GAL IN THE HEADER TANK CONSIDERED AS UNUSABLE.

Brief of Accident (Continued)

File No. - 3223

9/25/82

ARCATA, CA

A/C Reg. No. N353GL

Time (Lcl) - 1730 PDT

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

Finding(s)

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

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

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3365

9/26/82

AGOURA, CA

A/C Reg. No. N2622B

Time (Lcl) - 1308 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - AERO COMMANDER 520
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5700
No. of Seats - 6

Eng Make/Model - LYCOMING G0-435-C2B2
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 250/015 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 900 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAWTHORNE, CA
Destination
SAN LUIS OBISPO, 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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

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

Pilot-In-Command

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

Age - 52
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - PA-28R

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DEPARTURE, THE PILOT CLIMBED IN IFR CONDITIONS TO 6000 FT. AFTER LEVELING, A FREQUENCY CHANGE WAS MADE AND HE WAS CLEARED TO 8000 FT, WHICH HE ACKNOWLEDGED. ABOUT 2 MIN LATER, THE CONTROLLER RADIOED TO THE PILOT THAT HE WAS ABOUT 4 MI NORTH OF THE AIRWAY, BUT THERE WAS NO REPLY FROM THE PILOT. SHORTLY AFTER THAT RADAR CONTACT WAS LOST AND THE PLANE CRASHED IN MOUNTAINOUS TERRAIN. SEVERAL RESIDENTS IN THE AREA REPORTED HEARING EXTREMELY LOUD ENGINE NOISES FOLLOWED BY COMPLETE SILENCE. AN INVESTIGATION REVEALED THAT BOTH WINGS HAD SEPARATED OUTBOARD OF THEIR RESPECTIVE ENGINE NACELLE ASSEMBLIES. AN EXAMINATION OF THE FRACTURES REVEALED THE WINGS HAD SEPARATED FROM POSITIVE OVERLOAD. THE LEADING EDGES OF BOTH WINGS HAD BALLOONED UPWARD, INDICATIVE OF EXTREME AIRSPEED. THE EMPENNAGE HAD SEPARATED IN A YAW AND FROM RIGHT TORSIONAL OVERLOAD. PARTS OF THE AIRCRAFT WERE FOUND WITHIN A 1 MI ARC, NORTH OF THE MAIN IMPACT AREA. THE PILOT'S RECENT INSTRUMENT EXPERIENCE COULD NOT BE VERIFIED. TURBC WAS FCSTD BLO 8000 FT.

Brief of Accident (Continued)

File No. - 3365

9/26/82

AGOURA, CA

A/C Reg. No. N2622B

Time (Lcl) - 1308 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - TURBULENCE IN CLOUDS
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. WING, SPAR - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. WING - SEPARATION
8. STABILIZER - OVERLOAD
9. STABILIZER - SEPARATION

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3271

9/27/82

MAMMOTH LAKES, CA

A/C Reg. No. N4024H

Time (Lcl) - 1352 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - MOONEY M-20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-G3
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 225/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 2000 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LONE PINE, CA

Destination

MAMMOTH LAKES, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1245

Make/Model- 445

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CALLED MAMMOTH UNICOM & ADVISED HE WAS 10 MI OUT FOR LANDING. HE WAS ADVISED THAT HE SHOULD USE RWY 27. THE ACFT CRASHED INTO A LAKE ABOUT 6 MI EAST OF THE ARPT. TOXICOLOGICAL TESTS REVEALED A COCAINE LEVEL OF 40.0 MCG/ML IN THE PLT'S URINE.

Brief of Accident (Continued)

File No. - 3271

9/27/82

MAMMOTH LAKES, CA

A/C Reg. No. N4024H

Time (Lcl) - 1352 PDT

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

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3398 10/06/82 SANTA ANA, CA

A/C Reg. No. N8358B

Time (Lcl) - 1008 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

Crew
Pass

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

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

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - BFRG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 160/005 KTS
Visibility - 1.500 SM
Cloud Conditions(1st) - PART OBSC
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ONTARIO, 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 - SPECIAL VFR
Type Apch/Lndg - NONE

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

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

Age - 62
Biennial Flight Review
Current - NO
Months Since -
Aircraft Type - B-55

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

Total	- 4777	Last 24 Hrs	- UNK/NR
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	430	Last 90 Days-	UNK/NR
Multi-Eng -	2805	Rotorcraft -	37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS RATED IN FIXED WING ACFT, BUT IN HELICOPTERS, HAD STUDENT PRIVILEGES ONLY. HE HAD OBTAINED APRX 37 HRS OF DUAL INSTRUCTION & 3 HRS OF SOLO TIME IN THE ROBINSON R22 HELICOPTER; HOWEVER, 1.3 HRS OF HIS SOLO TIME WAS LIMITED TO HOVER FLT ONLY. ALSO, HE WAS NOT INDORSED FOR UNSUPERVISED SOLO. ON 10/6/82, HE TOOK OFF ON HIS 1ST X-COUNTRY FLT IN A HELICOPTER TO COMMUTE TO HIS PLACE OF BUSINESS. WHILE EN ROUTE, THE ACFT WAS OBSERVED FLYING LOW & FAST WHEN THE MAIN ROTOR SYS STRUCK THE COCKPIT, THEN SEPARATED. ACCORDING TO WITNESSES, THE HELICOPTER WAS FLYING IN LEVEL FLT & THE ENG WAS RUNNING "FLAT OUT" UNTIL THE MAIN ROTOR SYS SEPARATED. THE HELICOPTER THEN ENTERED A STEEP DIVE, CRASHED & BURNED. AN EXAM OF THE WRECKAGE REVEALED THAT MAST BUMPING & SEVERANCE HAD OCCURRED. HOWEVER, THE EXAM FAILED TO DISCLOSE ANY FAILURE, MALFUNCTION OR ABNORMALITY PRIOR TO THE MAIN ROTOR SEPARATION. BELOW 3000 FT DENSITY ALT, THE NEVER-EXCEED SPEED (VNE) FOR THE ROBINSON R22 HELICOPTER IS 102 KTS IAS.

Brief of Accident (Continued)

File No. - 3398

10/06/82

SANTA ANA, CA

A/C Reg. No. N8358B

Time (Lcl) - 1008 PDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - OVERLOAD
 3. ROTOR SYSTEM - SEPARATION
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3340 10/17/82 TAFT,CA A/C Reg. No. N403SE Time (Lcl) - 1245 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	13	0	0	0

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

Make/Model - BEECH C-45H
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 8750
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/003 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 25000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE AIRPORT
Runway Ident - 18
Runway Lth/Wid - 3300/ 50
Runway Surface - UNK/NR
Runway Status - DRY

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

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

Age - 64
Biennial Flight Review
Current - UNK/NR
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 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 AIRCRAFT WAS ON A LOCAL FLIGHT INVOLVING A PARACHUTE JUMPING ACTIVITY. IN ADDITION TO THE PILOT, THERE WERE 12 PARACHUTISTS AND AN OBSERVER ON BOARD. THE PILOT INITIATED HIS TAKEOFF ON RUNWAY 18. A WITNESS STATED THAT SHORTLY AFTER TAKEOFF, THE ENGINE POWER WAS REDUCED TO CLIMB POWER, FOLLOWED BY THE GEAR RETRACTION. REPORTEDLY, THE AIRCRAFT HAD CLIMBED TO ABOUT 150 FT AGL WHEN THE NOSE PITCHED UP, TH PLANE ROLLED TO THE LEFT AND THEN IT CRASHED IN A STEEP LEFT BANK, NOSE DOWN ATTITUDE. AN INVESTIGATION REVEALED THAT THE AIRCRAFT WAS LOADED WELL BEYOND ITS MAXIMUM GROSS WEIGHT AND AFT CG LIMITS. THE AMOUNT OF FUEL ON BOARD WAS NOT VERIFIED, BUT EVEN WITH NO FUEL, THE PLANE WOULD HAVE BEEN ABOUT 580 LBS OVER THE MAXIMUM LIMIT. WITH 100 GALLONS, THE ESTIMATED GROSS WEIGHT WOULD HAVE BEEN ABOUT 9939 LBS WITH THE CG AT ABOUT 121 INCHES. THE MAXIMUM CERTIFICATED GROSS WEIGHT WAS 8750 LBS WITH AN AFT CG LIMIT OF 117.6 INCHES. EXTENSIVE GROUND FIRE DAMAGE, BUT NO PREIMPACT, MECHANICAL DISCREPANCIES EVIDENT.

Brief of Accident (Continued)

File No. - 3340

10/17/82

TAFT, CA

A/C Reg. No. N403SE

Time (Lcl) - 1245 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
4. STALL - UNCONTROLLED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
8. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3296 11/07/82 SAN ANDREAS, CA A/C Reg. No. N42JF Time (Lcl) - 1115 PST

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

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

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

Make/Model	- PITTS S1	Eng Make/Model	- UNK/NR	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- UNK/NR		

-----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- 320/008 KTS</p> <p>Visibility - 25.0 SM</p> <p>Cloud Conditions(1st) - 6000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 18000 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 style="padding-left: 20px;">SAN ANDREAS, CA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN AIRBORNE ABOUT 2 HRS & CONSUMED OVER 23 GALS OF FUEL WHEN THE ENG QUIT DUE TO FUEL EXHAUSTION. THE OPERATOR STATED THIS WAS CONSIDERABLY MORE THEN THE NORMAL FUEL CONSUMPTION OF ABOUT 8 GALS/HR. DURING THE EMERGENCY LANDING THE ACFT STRUCK A POWER LINE OVER A ROAD. THE ACFT THEN LANDED ON THE ROAD & THE LEFT WING STRUCK A FIRE HYDRANT. IT THEN WENT THROUGH A BARBED WIRE FENCE.

Brief of Accident (Continued)

File No. - 3296

11/07/82

SAN ANDREAS, CA

A/C Reg. No. N42JF

Time (Lc1) - 1115 PST

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

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
-

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

Finding(s)

5. OBJECT - FENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3339 11/10/82 COALING, CA A/C Reg. No. N3035M Time (Lcl) - 2337 PST

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

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

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 200 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HAYWARD, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BURBANK, CA	Runway Ident - N/A
Wind Dir/Speed - 135/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Cloud Conditions(2nd) - 4500 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2180
SE LAND, ME LAND	Months Since -	Make/Model - 95
	Aircraft Type - UNK/NR	Instrument - 178
		Multi-Eng - 500
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 235

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, THE ENGINE STARTED MISSING, THEN LOST 10 INCHES OF MANIFOLD PRESSURE. HE IMMEDIATELY POSITIONED THE MIXTURE TO FULL RICH, SWITCHED FUEL TANKS AND STARTED THE FUEL BOOST PUMP, BUT THE ENGINE CONTINUED TO WORSEN. SHORTLY AFTER THAT, THE OIL PRESSURE WENT TO ZERO AND THE ENGINE QUIT. THE PILOT RECEIVED RADAR VECTORS THROUGH CLOUDS TOWARD THE NEAREST AIRPORT, BUT HE WAS UNABLE TO GLIDE THAT FAR. SUBSEQUENTLY, THE PLANE CRASH LANDED IN AN OPEN FIELD. A TEARDOWN OF THE ENGINE REVEALED THAT THE #5 PISTON HAD SUSTAINED PRE-IGNITION/DETONATION BURN THROUGH OF THE RING BELT STRUCTURE BETWEEN THE LOWER SPARK PLUG AND EXHAUST VALVE POSITIONS. THE #5 CONNECTING ROD HAD OVERHEATED TO BEARING DESTRUCTION. EITHER THE CRANKPIN END OF THE ROD OR THE RELEASE CAP HAD RUPTURED THE CASE. THE FUEL PUMP IDLE ADJUSTMENT AND ANEROID HAD BEEN SET TO HIGH PRESSURE (LEAN) AND THE FUEL CONTROL NEEDLE VALVE HAD BEEN ADJUSTED TO HIGH FLOW. THESE SETTING WOULD CAUSE PREIGNITION/DETONATION.

Brief of Accident (Continued)

File No. - 3339

11/10/82

COALING,CA

A/C Reg. No. N3035M

Time (Lc1) - 2337 PST

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

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - PRESSURE EXCESSIVE
2. MAINTENANCE,ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. FUEL SYSTEM - OTHER
4. ENGINE ASSEMBLY,PISTON - OVERTEMPERATURE
5. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - LOW CEILING
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3389 11/22/82 SANTA BARBARA,CA A/C Reg. No. N222W Time (Lcl) - 1754 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - LYCOMING O-435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 450
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A POWER LINE AS THE PILOT WAS FLYING AT LOW ALTITUDE NEAR A HIGHWAY AT DUSK. AFTER HITTING THE POWER LINE, THE PLANE FELL TO THE GROUND AND BURNED. WITNESSES REPORTED THERE WAS A LOW CLOUD COVER AND LIGHT RAIN. ONE WITNESS STATED THE CLOUD COVER WAS DOWN IN SOME OF THE CANYONS, RANGING FROM 100 TO 300 FT.

Brief of Accident (Continued)

File No. - 3389

11/22/82

SANTA BARBARA, CA

A/C Reg. No. N222W

Time (Lcl) - 1754 PST

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

Finding(s)

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

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

Finding(s)

4. LIGHT CONDITION - DUSK
 5. OBJECT - WIRE, TRANSMISSION
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3344 11/28/82 NEAR RIALTO, CA A/C Reg. No. N3579E Time (Lcl) - 2215 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PALMS SPRINGS, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	VAN NUYS, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 44
SE LAND	Months Since -	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 1
		Instrument- 1
		Last 30 Days- 24
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS PASSENGERS HAD FLOWN FROM VAN NUYS, CA TO PALM SPRING, CA DURING THE AFTERNOON. AFTER ARRIVAL, THEY SPENT SEVERAL HOURS ON THE GROUND. AT 1740, THE PILOT CALLED A FSS TO OBTAIN A WEATHER BRIEFING FOR A FLIGHT TO CONCORD, CA. DURING THE BRIEFING, HE WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. THE FORCAST INDICATED DETERIORATING WEATHER CONDITIONS DUE TO AN APPROACHING WEATHER SYSTEM OFF THE COAST OF CALIFORNIA. AT 2153 PST, THE AIRCRAFT DEPARTED WESTBOUND. RADAR SERVICES WERE TERMINATED 8 MI WEST OF PALM SPRINGS AND NO FURTHER RADIO COMMUNICATIONS WERE MADE. THE AIRCRAFT FAILED TO REACH ITS DESTINATION AND A SEARCH WAS INITIATED. PROGRESS OF THE SEARCH WAS DELAYED DUE TO THUNDERSTORMS. THE AIRCRAFT WAS FOUND WHERE IT HAD STRUCK STEEP TERRAIN IN CANYON FOOTHILLS AT THE 3400 FT LEVEL. AN INVESTIGATION INDICATED THE PLANE CRASHED IN A SLIGHTLY NOSE LOW, LEFT BANK ATTITUDE. NO PREIMPACT, MECHANICAL PROBLEMS WERE FOUND. THE ONTARIO, CA WX WAS 2200 BROKEN, 4 MI VIS WITH FOG.

Brief of Accident (Continued)

File No. - 3344

11/28/82

NEAR RIALTO, CA

A/C Reg. No. N3579E

Time (Lc1) - 2215 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3230 12/08/82 SOUTH LAKE TAHOE, CA A/C Reg. No. N20016 Time (Lcl) - 1516 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/008 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SOUTH LAKE TAHOE
Runway Ident - 36
Runway Lth/Wid - 8544/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 150
Make/Model- 36
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 27
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND A PASSENGER DEPARTED THE SOUTH LAKE TAHOE AIRPORT AT 1515 PST. HE STATED THAT HE HAD CLIMBED TO ABOUT 1200 FT AGL WHEN HE ENCOUNTERED EXTREME TURBULENCE AND DOWNDRAFTS. HE LOST CONTROL OF THE AIRCRAFT UNTIL JUST PRIOR TO GROUND IMPACT. A HELICOPTER PILOT THAT WAS IN THE AREA JUST AFTER THE ACCIDENT ALSO REPORTED MODERATE TO SEVERE TURBULENCE. THE DEPARTURE AIRPORT WAS AT AN ELEVATION OF 6264 FT MSL NEAR MOUNTAINS. THE AIRCRAFT WAS EQUIPPED WITH LIGHTS TO DISPLAY COMMERCIAL ADVERTISEMENTS AT NIGHT.

Brief of Accident (Continued)

File No. - 3230

12/08/82

SOUTH LAKE TAHOE, CA

A/C Reg. No. N20016

Time (Lcl) - 1516 PST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - MOUNTAIN WAVE
 3. WEATHER CONDITION - TURBULENCE
 4. WEATHER CONDITION - DOWNDRAFT
 5. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3352 12/10/82 BRIDGEPORT,CA A/C Reg. No. N6166S Time (Lcl) - 1435 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA T182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 315/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRESNO,CA
Destination
RENO,NV

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1776
Make/Model- 12
Instrument- 2535
Multi-Eng - 15
Last 24 Hr's - 1
Last 30 Days- UNK/NR
Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HIT A SMALL PINE TREE LOCATED ON THE TOP OF THE RIDGE, THEN SLID DOWN A SNOW COVERED SLOPE TO THE BOTTOM OF A RAVINE WHERE IT CAUGHT FIRE & BURNED. THE PAX WAS FATALLY BURNED & THE PLT RECEIVED A SEVERE HEAD CONCUSSION. THE PROP WAS STOPPED AT THE TIME OF IMPACT & THE FLAPS WERE DOWN. THE PLT REPORTED HE WAS KNOCKED UNCONSCIOUS & CAME TO SECONDS BEFORE IMPACT. AT THAT TIME THE PAX WAS FLYING THE ACFT. LOCAL AUTHORITIES ARE INVESTIGATING ALLEGED FOUL PLAY.

Brief of Accident (Continued)

File No. - 3352

12/10/82

BRIDGEPORT, CA

A/C Reg. No. N6166S

Time (Lc1) - 1435 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3274 12/12/82 MERCED, CA A/C Reg. No. N4687F Time (Lcl) - 0838 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .250 SM
Cloud Conditions(1st) - PART OBSC
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAKERSFIELD, CA
Destination
MERCED, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MERCED MUNICIPAL
Runway Ident - 30
Runway Lth/Wid - 5903/ 150
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

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

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

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

Age - 63
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-206

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

Total	-	661	Last 24 Hrs	-	1
Make/Model	-	661	Last 30 Days	-	4
Instrument	-	159	Last 90 Days	-	8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TRANSCRIPT REVEALED THAT THE PLT WAS CLEARED FOR AN ILS RWY 30 APCH APPROXIMATELY 2 MI FROM THE OUTER MARKER. THE WX GIVEN TO THE PLT AT THAT TIME WAS INDEFINITE CEILING ZERO, SKY OBSCURED & VISIBILITY ZERO WITH FOG. THE PLT STATED AN INSTRUMENT APCH WAS PLANNED BUT A CLEAR AREA WAS OBSERVED SOUTH OF THE ARPT. THE CLEAR AREA WAS ENTERED & AN ATTEMPT MADE TO FLY TO THE ARPT BENEATH THE FOG. THE ACFT STRUCK A UTILITY POLE WEST OF THE RWY 30 LOCALIZER COURSE, CIRCLED LEFT & CRASHED. THE ACFT'S GLIDE SLOPE RECEIVER SENSITIVITY WAS FOUND TO BE BELOW THE MANUFACTURER'S SPECIFICATIONS, WHICH WOULD HAVE RESULTED IN A GLIDE SLOPE "OFF" INDICATION IN THE COCKPIT.

Brief of Accident (Continued)

File No. - 3274

12/12/82

MERCED, CA

A/C Reg. No. N4687F

Time (Lcl) - 0838 PST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3354 12/23/82 FRANKLIN, CA A/C Reg. No. N59263 Time (Lc1) - 1008 PST

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

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

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

Make/Model	- CESSNA TU206F	Eng Make/Model	- CONTINENTAL TS10-520-C-3	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SACRAMENTO, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN PRACTICE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data FRANKLIN FIELD</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3110/ 60</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)*
COMMERCIAL,CFI	Current - YES	Total - 3128
SE LAND	Months Since -	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 151
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 283

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FINAL APPROACH WAS SLIGHTLY HIGH & THE STUDENT PLT REDUCED POWER. AS THE THROTTLE WAS ADVANCED FROM 1400 RPM THE ENG QUIT. THE ACFT TOUCHED DOWN APPROXIMATELY 300 FT SHORT OF THE RWY & ROLLED INTO A FENCE. THE FENCE CAUGHT THE NOSE GEAR & TURNED THE ACFT SLIGHTLY TO THE LEFT. THE RIGHT WING TIP STRUCK THE GROUND & THE ACFT SLOWLY ROLLED OVER ONTO ITS BACK. THE ACFT WAS SOLD FOR SALVAGE BEFORE AN EXAMINATION OF THE ENG & ACFT COULD BE MADE.

Brief of Accident (Continued)

File No. - 3354

12/23/82

FRANKLIN,CA

A/C Reg. No. N59263

Time (Lc1) - 1008 PST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3357 12/30/82 KING CITY, CA A/C Reg. No. N5275H Time (Lc1) - 1345 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010/015 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA BARBARA, CA
Destination
HAYWARD, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 642
Make/Model- 397
Instrument- 72
Multi-Eng - 71
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 123
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH & BROKE 3 POWER LINES SUSPENDED ACROSS A CREEK. THE PLT MADE A PRECAUTIONARY LANDING AT KING CITY ARPT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 3357

12/30/82

KING CITY,CA

A/C Reg. No. N5275H

Time (Lc1) - 1345 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE,TRANSMISSION
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3293 12/31/82 CALISTOGA, CA A/C Reg. No. N85400 Time (Lcl) - 1300 PST

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

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

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

Make/Model	- AERONCA 7AC	Eng Make/Model	- UNK	ELT Installed/Activated	- UNK/NR
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	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	QUINCY, CA	
Completeness	Destination	Airport Data
Basic Weather	CALISTOGA, CA	CALISTOGA
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- UNK/NR	Runway Lth/Wid
Cloud Conditions(2nd)	- UNK/NR	- 2000/ 20
Obstructions to Vision	- UNK/NR	Runway Surface
Precipitation	- UNK/NR	- ASPHALT
Condition of Light	- DAYLIGHT	Runway Status
		- UNK/NR

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 150
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-----

INITIAL INFORMATION INDICATED THAT THE ACFT LANDED WITH A QUARTERING TAILWIND, GROUND LOOPED & COLLIDED WITH A PARKED GLIDER. A PILOT/OPERATOR ACCIDENT REPORT WAS NOT RECEIVED.

Brief of Accident (Continued)

File No. - 3293

12/31/82

CALISTOGA, CA

A/C Reg. No. N85400

Time (Lcl) - 1300 PST

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

Finding(s)

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

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3254 2/03/82 HAYDEN,CO A/C Reg. No. N149JA Time (Lcl) - 1715 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - MITSUBISHI MU2B-40
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9920
No. of Seats - 9

Eng Make/Model - AIRESEARCH TPE331-10-501
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 1000 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/005 KTS
Visibility - 1.200 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEARNY,NB
Destination
HAYDEN,CO

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - VOR/DME

Airport Proximity
ON AIRPORT

Airport Data

YAMPA VALLEY
Runway Ident - 10
Runway Lth/Wid - 6999/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9700 Last 24 Hrs - 3
Make/Model- 1700 Last 30 Days- UNK/NR
Instrument- 931 Last 90 Days- 127
Multi-Eng - 7700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS 20 FEET AGL DURING LANDING WHEN THE CREW HEARD A PROPELLER GO INTO BETA MODE AND THE AIRCRAFT YAWED TO THE RIGHT. THE PILOT LOST CONTROL OF THE AIRCRAFT AND IT COLLIDED WITH A SNOW BANK WHICH SEPARATED THE WINGS FROM THE FUSELAGE. IMPACT DAMAGE MADE IT IMPOSSIBLE TO TELL WHY THE PROPELLER WENT INTO BETA MODE.

Brief of Accident (Continued)

File No. - 3254

2/03/82

HAYDEN, CO

A/C Reg. No. N149JA

Time (Lcl) - 1715 MST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - UNDETERMINED
 2. PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - UNDETERMINED
 3. PROPELLER SYSTEM/ACCESSORIES, PROP CONTROL UNIT - UNDETERMINED
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3252 8/04/82 BUENA VISTA,CO A/C Reg. No. N23DW Time (Lcl) - 0945 MDT

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

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

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

Make/Model - BELL HELICOPTER TEXTRON 47G3B1	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 2	Rated Power - 270 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALIDA,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 170
		Last 30 Days- UNK/NR
		Instrument- 90
		Last 90 Days- 195
		Multi-Eng - 800
		Rotorcraft - 2300

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE PURPOSE OF THE FLIGHT WAS TO TRACK WILD SHEEP WITH TRANSMITTERS ATTACHED TO THEIR NECKS. WHILE MANEUVERING AT APPROXIMATELY 14,000 FEET ELEVATION AND EXECUTING A RIGHT TURN THE AIRCRAFT FELT "RUBBERY." HE APPLIED LEFT CYCLIC BUT THE LEFT SKID HIT A LARGE ROCK OUTCROPPING. INVESTIGATION REVEALED THAT THE DENSITY ALTITUDE WAS APPROXIMATELY 16,000 FEET AND THE AIRCRAFT WAS AT A WEIGHT OF 2421 LBS. THIS COMBINATION REACHES THE LIMITS OF PERFORMANCE CAPABILITY FOR THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 3252

8/04/82

BUENA VISTA, CO

A/C Reg. No. N23DW

Time (Lcl) - 0945 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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. - 3273 8/20/82 WELDONA, CO A/C Reg. No. N684CF Time (Lcl) - 1137 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 3200 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. MORGAN, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED TO A FAA INSPECTOR THAT PRIOR TO TAKEOFF THE FUEL GAUGES INDICATED APPROXIMATELY 1/4 FULL IN EACH TANK. THE INSPECTOR INDICATED THE FUEL SUPPLY WAS EXHAUSTED. NUMEROUS ATTEMPTS TO OBTAIN AN ACCIDENT REPORT FROM THE PLT WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 3273

8/20/82

WELDONA,CO

A/C Reg. No. N684CF

Time (Lcl) - 1137 MDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3290 8/25/82 DEL NORTE, CO A/C Reg. No. N477KW Time (Lcl) - 1330 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CONVAIR 340
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 47000
No. of Seats - 53

Eng Make/Model - P & W R-2800-CB3
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2800 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270 - UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PUEBLO, CO
Destination
CARLSBAD, 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, ATP, CFI
SE LAND, ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - CV340

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	11000
Make/Model-	670
Instrument-	570
Multi-Eng -	6000
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE FLIGHT CREW, VMC HAD DETERIORATED INTO IMC OVER THE MOUNTAINS. AFTER ENTERING IFR CONDITIONS THE ACFT IMPACTED A MOUNTAIN RIDGE.

Brief of Accident (Continued)

File No. - 3290

8/25/82

DEL NORTE, CO

A/C Reg. No. N477KW

Time (Lcl) - 1330 MDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3393 9/12/82 HAYDEN, CO

A/C Reg. No. N66U

Time (Lcl) - 1328 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	5	0	0	0

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-25
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8930
No. of Seats - 9

Eng Make/Model - GARRETT TPE-331-6-252
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 665 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 5000 FT BROKEN
Cloud Conditions(2nd) - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT COLLINS, CO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

YAMPA VALLEY
Runway Ident - 10
Runway Lth/Wid - 6999/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE, COMMERCIAL, MILITARY
SE LAND, ME LAND

GLIDER

Age - 53
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-337

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10451	Last 24 Hrs	- 0
Make/Model	- 833	Last 30 Days	- 37
Instrument	- 2526	Last 90 Days	- 87
Multi-Eng	- 8407		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A MAINT SUPERVISOR & 2 PLTS NOTED THAT THE L ENG DID NOT RESPOND NORMALLY WHILE BEING STARTED. AFT STARTING, THE PLT TAXIED TO RWY 10 FOR AN IFR DEPARTURE. SINCE THE TWY DID NOT EXTEND TO THE END OF THE RWY, THE PLT OF ANOTHER ACFT WAITED ON THE TWY, JUST SHORT OF THE RWY, APRX 2967 FT FROM THE END. HE OBSD SMOKE COMING FROM THE L ENG OF THE MU-2 & REPORTED THIS INFO ON THE UNICOM FREQ. HE REPORTED THAT THE MU-2 CONTD & ROTATED FOR TKOF APRX 200 TO 250 YDS EAST OF HIS PSN. RPRDLY, THE ACFT CLIMBED TO APRX 300-400 FT AFL, THEN TURNED LEFT TWD HIGHER TERRAIN. AFTER TURNING, IT ENTER WHAT 2 WITNESSES DESCRIBED AS A VMC ROLL, THEN CRASHED & BURNED. AN EXAM OF THE AIRFRAME REVEALED NO PREIMPACT MECHANICAL FAILURES. A TEARDOWN OF THE L ENG REVEALED THAT A TURBINE BEARING, PN 3101092-1, HAD BEEN MISALIGNED & SUBSEQUENTLY BEGAN TO FAIL, DAMAGING THE 2ND & 3RD STAGES OF THE TURBINE SECTION. THE ARPT ELEV WAS 6597 FT. THE COMPUTED TKOF ROLL WAS 1620 FT & THE COMPUTED ACCELERATE-STOP DISTANCE WAS 3100 FT. THE LNDG GEAR & SEL, FND IN DWN PSN.

Brief of Accident (Continued)

File No. - 3393

9/12/82

HAYDEN,CO

A/C Reg. No. N66U

Time (Lcl) - 1328 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TURBINE ASSEMBLY, SHAFT BEARING - FAILURE, PARTIAL
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6 .

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3224 10/26/82 21NM NNW MACK, CO., CO A/C Reg. No. N5803R Time (Lcl) - 1929 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -OTHER					

-----Aircraft Information-----

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EVANSTON, WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GLENWOOD SPRINGS, CO	Runway Ident - N/A
Wind Dir/Speed- 160/012 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 - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 168
SE LAND	Months Since -	Make/Model- 156
	Aircraft Type - C-172G	Instrument- 3
		Last 24 Hrs - 3
		Last 30 Days- 4
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A FLT FROM EVANSTON, WY TO GLENWOOD, CO, THE PLT ENCOUNTERED "CLOUD TO GROUND" CONDITINS & DIVERTED TOWARD GRAND JUNCTION, CO. HE STATED THAT DUE TO A NAV PROBLEM, HE RADIOED GRAND JUNCTION TOWER TO VERIFY HIS POSITION. GRAND JUNCTION HAD NO RADAR & WAS HAVING DIFFICULTY TRYING TO GET A FIX ON THE ACFT. THEREFORE, THEY CONTACTED DENVER CENTER (DEN CTR). DEN CTR ESTABLISHED RADAR CONTACT AT 1849 MDT. THE TOWER INFORMED THE PLT OF HIS POSITION APRX 40 MI NORTHWEST & PROVIDED A FREQ TO CONTACT DEN CTR. HOWEVER, A SHORT TIME LATER, THE PLT REPORTED HE WAS UNABLE TO CONTACT DEN CTR. SHORTLY AFTER THAT, HE STATED HE WAS LOSING GROUND CONTACT. FOR THE NEXT 35 MIN, TOWER & CTR MADE EVERY POSSIBLE EFFORT TO HELP ORIENT THE PILOT & VECTOR HIM TO GRAND JUNCTION. THE PLT WAS UNABLE TO MAINTAIN A HEADING OR AN ASSIGNED ALTITUDE. SUBSEQUENTLY, THE PLANE CRASHED IN MOUNTAINOUS TERRAIN. DURING AN INVESTIGATION, THE NAV RECEIVER WAS FOUND ON 117.4 MHZ, THE GRAND JUNCTION VOR FREQ WAS 112. 4 MHZ.

Brief of Accident (Continued)

File No. - 3224

10/26/82

21NM NNW MACK, CO., CO

A/C Reg. No. N5803R

Time (Lc1) - 1929 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
3. NAVIGATION RECEIVER - IMPROPER USE OF - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. TERRAIN CONDITION - HIGH TERRAIN
7. OBJECT - LOW CEILING

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation OTHER

Finding(s)

8. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
11. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
12. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

13. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,9,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3366 11/02/82 DURANGO, CO A/C Reg. No. N80960 Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	UNK/NR		Fatal	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91		Pass	3	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T	Eng Make/Model - CONTINENTAL TS10-360E	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4570	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 7	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OGDEN,UT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	TAOS,NM	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- UNK/NR		
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 - YES	Total - 200
SE LAND,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) - NONE

-----Narrative-----

THE AIRCRAFT ORIGINALLY DEPARTED HELENA, MT ON A FLIGHT BELIEVED TO BE TO TAOS, NM. A LANDING WAS MADE AT OGDEN, UT WHERE THE PLANE WAS SERVICED WITH 47.5 GAL OF FUEL. THE LAST RADIO COMMUNICATION WAS AT 1735 MST 11/2/82. AT THAT TIME, THE AIRCRAFT WAS REPORTED TO BE 17 MILES WEST OF DURANGO, CO AT 11,500 FT. AFTER THAT, NO FURTHER CONTACT WAS MADE WITH THE AIRCRAFT. FATAL INJURIES PRESUMED.

Brief of Accident (Continued)

File No. - 3366

11/02/82

DURANGO, CO

A/C Reg. No. N80960

Time (Lc1) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3392 11/12/82 FOUNTAIN,CO A/C Reg. No. N3641T Time (Lcl) - 2303 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
2
0

Injuries

Serious Minor
0 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - PIPER 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/006 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 25000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
PUEBLO,CO

Destination
ENGLEWOOD,CO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - RADAR ADVISORIES

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 37

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - PA-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7200

Make/Model- UNK/NR

Instrument- UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF AT APRX 2250, THE ACFT WAS IDENTIFIED ON RADAR & OBSERVED TO CLIMB ON COURSE TO AN ALT OF 10,700 FT. THE ACFT THEN DESCENDED THRU 10,500 FT & THE CREW REPORTED THEY WOULD MAINTAIN THAT ALT. AT ABOUT 2301 THE ACFT WAS ABOUT 5 MI SE OF COLORADO SPRINGS,CO & AT 10,300 FT WHEN RADAR CONTACT WAS LOST. THE ACFT CRASHED IN THAT AREA IN A NEAR VERTICAL DESCENT. THE OUTBOARD 8 FT OF THE RIGHT WING HAD SEPARATED IN FLIGHT & IMPACTED ABOUT 1/4 MI FROM THE MAIN WRECKAGE. THE RIGHT AILERON HAD SHEARED IN 3 PIECES ALSO, & WAS FOUND NEAR THE FAILED WING. THERE WAS EVIDENCE THAT THE THE WING HAD YIELDED TO A DOWN & UP LOADING (1 CYCLE) WHEN IT SEPARATED UPWARD & REARWARD. ALL FRACTURE SURFACES HAD EVIDENCE OF OVERLOAD FAILURES EXCEPT THE AILERON CONTROL LINKAGE WHICH WAS FURTHER DAMAGED ON IMPACT & COULD NOT BE EVALUATED. BOTH PLTS WERE USING MEDICATION THAT WAS CONTRAINDICATED FOR USE BY AIRMEN, & BOTH PLTS HAD LITTLE SLEEP DURING THE PREVIOUS 48 HRS. BEFORE THE FLT THE PLT SEEMED AGITATED & THE COPLT HAD AN ODOR OF BEER.

Brief of Accident (Continued)

File No. - 3392

11/12/82

FOUNTAIN,CO

A/C Reg. No. N3641T

Time (Lc1) - 2303 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. LIGHT CONDITION - NIGHT
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE - COPILOT
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - COPILOT
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(DRUGS) - COPILOT
10. FLIGHT CONTROL,AILERON - OVERLOAD
11. FLIGHT CONTROL,AILERON - SEPARATION
12. WING,SPAR - OVERLOAD
13. WING,SPAR - SEPARATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3285 12/07/82 PUEBLO,CO A/C Reg. No. N30093 Time (Lc1) - 1907 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
COMMUTER	DESTROYED		Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	Pass	0	0	0
Accident Occurred During	-DESCENT				

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-227AC	Eng Make/Model - GARRETT TPE331	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 - 21	Rated Power - 1000 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SANTA FE,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PUEBLO,CO	
Wind Dir/Speed- 130/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 -SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1100 FT PART OBSC	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - ASR	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

-----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 - 8534
SE LAND,ME LAND	Months Since -	Make/Model- 945
	Aircraft Type - SA-227	Instrument- 1000
		Multi-Eng - 7034
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 234

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1906 THE FLT WAS CLEARED TO DESCEND & MAINTAIN 7,500 FT, TURN RIGHT TO A HEADING 040 FOR AN ASR APCH TO PUEBLO MEMORIAL ARPT, & THAT THE MDA IS 5,200. THE FLT READ BACK "LEFT TO ONE FORTY FIVE TWO ZERO ZERO." APPROACH CONTROL ADVISED THE FLT THAT THE HEADING WAS 040 & THE FLT ACKNOWLEDGED. THERE WERE NO FURTHER COMMUNICATIONS WITH THE FLT. THE ACFT WAS TRAVELLING IN EXCESS OF AN ESTIMATED 200 MPH WHEN IT STRUCK TUNDRA IN LEVEL FLIGHT ON A HEADING OF ABOUT 040. THE COPLT'S AUTOPSY REVEALED THAT THE TRACHAE, BRONCHI, & LUNGS CONTAINED ASPIRATED GASTRIC CONTENTS, INCLUDING SKELETAL MUSCLE FIBERS. ANOTHER COMPANY PLT REPORTED THAT THE COPLT HAD VOMITED DURING A FLT ON 11/14/82.

Brief of Accident (Continued)

File No. - 3285

12/07/82

PUEBLO, CO

A/C Reg. No. N30093

Time (Lcl) - 1907 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. ALTITUDE - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT - COPILOT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3261 12/26/82 LEADVILLE, CO

A/C Reg. No. N7611T

Time (Lcl) - 0830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	0	3	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2199
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-300-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Cloud Conditions(1st) - 15000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HEBER CITY, UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKE COUNTY
Runway Ident - 34
Runway Lth/Wid - 5300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 324
Last 24 Hrs - UNK/NR
Make/Model- 324
Last 30 Days- 0
Instrument- 1
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN A WITNESS ARRIVED AT THE ARPT, THE ACFT WAS AT THE FUEL PUMPS & THE PLT HAD THE PREHEATER ATTACHED. THE WITNESS RPRTD THERE WAS FROST ON THE ACFT & THE PLT BRUSHED THE LOOSE FROST OFF WITH HIS HANDS. THE PLT ASKED FOR A WINDOW SCRAPER, WHICH WAS PROVIDED, BUT THE WITNESS DID NOT KNOW WHAT HE DID WITH IT. AFT REFUELING, THE PLT STARTED THE ENG & REMAINED ON THE RAMP A SHORT TIME BFR TAXIING. A TKOF WAS INITIATED FROM THE 5300 FT RWY IN CALM WND CONDS. THE ELEV & TEMP WERE 9927 FT MSL & 2 DEG F. REPORTEDLY, THE ACFT ROLLED FOR MORE THAN 3/4 OF THE RWY LENGTH BEFORE BCMG AIRBORNE. THE WITNESS RPRTD THAT AFTER LIFT-OFF, THE ACFT DID NOT GAIN ALTITUDE, BUT REMAINED LOW, BGN A LFT TURN, THEN WENT DOWN. ANOTHER WITNESS OBSVD THE ACFT FALL FROM A LOW ALT & CRASH IN A LFT WING LOW ATTITUDE. A PAX RPRTD THE PLANE SEEMED TO SLOW DWN & LOSE ALT AFT TKOF, AS IF IT WAS TOO HVY. HOWEVER, DISREGARDING ANY FROST/ICE, THE ACFT WAS ESTIMATED 88 LBS BLO THE MAX WT LMT. NO PREIMPACT, MECHANICAL FAILURE WERE FOUND WITH THE AIRFRAME OR ENG.

Brief of Accident (Continued)

File No. - 3261

12/26/82

LEADVILLE, CO

A/C Reg. No. N7611T

Time (Lcl) - 0830 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WING - ICE
 2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 3. AIRSPEED(VS) - NOT OBTAINED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3286

12/27/82

ASPEN, CO

A/C Reg. No. N5301J

Time (Lc1) - 0743 MST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	Serious	Minor	None	
Accident Occurred During	-TAKEOFF			0	3	3	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	- 8400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 10	Rated Power	- 375 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- IN PERSON		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	ASPEN-PITKIN COUNTY	
Wind Dir/Speed	- 190/005 KTS	Runway Ident	- 33
Visibility	- 30.0 SM	Runway Lth/Wid	- 6001/ 80
Cloud Conditions(1st)	- 8000 FT SCATTERED	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- 15000 FT SCATTERED	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 10000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since -	Make/Model - 18	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT FRONT SEAT PAX, WHO IS A PRIVATE PLT, STATED THAT THE PLT DID NOT USE TAKEOFF FLAPS. THE ACFT LIFTED OFF AT ABOUT 85K & IMMEDIATELY STARTED BUFFETING. THE ACFT THEN IMPACTED A HIGHWAY IN A NOSE HIGH, LEFT WING LOW ATTITUDE & COLLIDED WITH A ROCK FACE MOUNTAIN. ACCORDING TO THE ACFT OPERATING MANUAL THE RATE-OF-CLIMB/MAXIMUM CLIMB CHART INDICATES THAT (WITH WING FLAPS UP AT A DENSITY ALT OF 6,000 FT) THE ACFT REQUIRED A CLIMB SPEED OF 103K. FLAPS UP LIFT OFF SPEED IS 95K.

Brief of Accident (Continued)

File No. - 3286

12/27/82

ASPEN, CO

A/C Reg. No. N5301J

Time (Lc1) - 0743 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3375 1/13/82 WASHINGTON, DC A/C Reg. No. N62AF Time (Lcl) - 1601 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
DOMESTIC/FLAG	DESTROYED		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	4	1	0
Flight Conducted Under -14 CFR 121	NONE	Pass	70	4	0
Accident Occurred During -TAKEOFF		Other	4	1	3
					0

-----Aircraft Information-----

Make/Model - BOEING 737-222	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 - 109000	Engine Type - TURBOFAN	Weather Radar - YES
No. of Seats - 100	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	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FT. LAUDERDALE, FL	Runway Ident - 36
Wind Dir/Speed- 010/011 KTS	ATC/Airspace	Runway Lth/Wid - 6869/ 150
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Cloud Conditions(1st) - 200 FT OBSCURED	Type of Clearance - IFR	Runway Status - SNOW - WET
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 8300
SE LAND, ME LAND	Months Since -	Make/Model- 1852
	Aircraft Type - 737 SIM	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 64
		Last 90 Days- 221
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SCHED FLT FROM WASHINGTON, DC TO FT LAUDERDALE, FL. THE RWY WAS CLSD OVR 1 HR DRG MOD TO HVY SNWFALL FOR SNW RMVL, THUS DELAYING DEPARTURES. THE ACFT WAS DEICED WITH A HEATED ETHYLENE GLYCOL & WTR SOLUTION WITHOUT ENG INLET PLUGS OR PITOT STATIC CVRS INSTLD. CONTRARY TO PROCEDURES, REVERSE THRUST WAS USED TO HELP A TUG DRG PUSHBACK FROM THE GATE & BLEW SNW. AFT PUSHBACK, THE FLT WAS DELAYED 49 MIN WHILE SNW CONTD IN SUBFRZG CONDS. WHILE WAITING, THE ACFT WAS PSND NEAR THE EXHAUST OF THE ACFT AHEAD. DRG TKOF, THE EPR'S WERE SET FOR 2.04, BUT AN ANOMALY WAS NOTED IN ENG INST READING. THE CAPT ELECTED TO CONT TKOF. THE ACFT TKOF APRX 2000 FT & 15 SEC PAST THE NORMAL TKOF PT. AFT LEFT-OFF, IT INITIALLY CLIMBED, BUT FAILED TO ACLT. THE STALL WARNING STICKSHAKER ACTIVATED SHRTLY AFT TKOF & CONTD TIL THE ACFT SETTLED, HIT A BRIDGE & SVRL VEHICLES, THEN PLUNGED INTO A FRZN RVR. INVESTIGATION RVEALED ENG INLET PRES PROBES BCM BLKD WITH ICE, RESULTED IN HI EPR INDCN, PSBL PITCHUP W SNW/ICE FRZ ON WNGS, NO RWY DSTC MRKRS WERE AVAILABLE, CREW HAD LMTD CLD WX OPNL EXPERIENCE

Brief of Accident (Continued)

File No. - 3375

1/13/82

WASHINGTON,DC

A/C Reg. No. N62AF

Time (Lc1) - 1601 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - ICING CONDITIONS
3. ICE/FROST REMOVAL FROM AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
4. ICE/FROST REMOVAL FROM AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
5. AIRPORT FACILITIES,RAMP FACILITIES - FOREIGN SUBSTANCE COVERED
6. REVERSERS - IMPROPER USE OF - PILOT IN COMMAND
7. ATC CLEARANCE - DELAYED -
8. WING - ICE
9. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
10. IMPROPER DECISION,EXPERIENCE - PILOT IN COMMAND
11. MISCELLANEOUS - ICE
12. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
13. ENGINE INSTRUMENTS,EPR GAGE - INCORRECT
14. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
15. AIRCRAFT PERFORMANCE - OTHER
16. AIRCRAFT HANDLING - REDUCED -
17. AIRSPEED - INADEQUATE -
18. THROTTLE/POWER CONTROL - DELAYED -
19. STALL/MUSH - INADVERTENT -

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

20. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,11,12,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10,15,16,17,18,20

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3301 11/20/82 LA BELLE, FL A/C Reg. No. N4678K Time (Lcl) - 0834 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3112	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HOLLYWOOD, FL	Airport Data LA BELLE
Method - N/A	Destination ST. PETERSBURG, FL	Runway Ident - 32
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 3810/ 50
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Wind Dir/Speed- 060/005 KTS	Type of Clearance - NONE	Runway Status - DRY
Visibility - 7.0 SM	Type Apch/Lndg - NONE	
Cloud Conditions(1st) - 20000 FT OVERCAST		
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2040
SE LAND	Months Since -	Make/Model- 1400
	Aircraft Type - UNK/NR	Instrument- 21
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER EXPERIENCING AN ENG FAILURE THE PLT MADE A FORCED LANDING ON THE ARPT. THE ACFT OVERRAN THE RWY & COLLIDED WITH A DITCH CAUSING THE NOSE GEAR TO COLLAPSE. THE #3 CYLINDER EXHAUST VALVE ROCKER SHAFT HOUSING FAILED DUE TO HIGH-CYCLE LOW-STRESS FATIGUE.

Brief of Accident (Continued)

File No. - 3301

11/20/82

LA BELLE, FL

A/C Reg. No. N4678K

Time (Lc1) - 0834 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FATIGUE
2. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #5 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3250 11/21/82 MIRAMAR, FL A/C Reg. No. N3677A Time (Lcl) - 1016 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	1	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-22-135	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1950	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 135 HP		

-----Environment/Operations Information-----

<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 - 070/018 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - 2500 FT</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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;">OPA LOCKA WEST</p> <p style="padding-left: 20px;">Runway Ident - 09</p> <p style="padding-left: 20px;">Runway Lth/Wid - 3000/ 60</p> <p style="padding-left: 20px;">Runway Surface - ASPHALT</p> <p style="padding-left: 20px;">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, ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</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 - 2200</p> <p style="padding-left: 20px;">Make/Model - UNK/NR</p> <p style="padding-left: 20px;">Instrument - 64</p> <p style="padding-left: 20px;">Multi-Eng - 635</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>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER AFTER A TOUCH AND GO LANDING AND THE PILOT ELECTED TO LAND IN A MEADOW. THE AIRCRAFT COLLIDED WITH A DITCH AFTER 300 FEET OF GROUND ROLL AND THE PILOT LOST CONTROL. THE AIRCRAFT CARTWHEELED AND WAS DESTROYED. THE PILOT WAS FATALLY INJURED. THE AIRCRAFT HAD A RUSTY AND CLOGGED CARBURETOR WHICH HAD NOT BEEN MAINTAINED INSPECTED OR REPAIRED FOR A LONG TIME. THE AIRCRAFT WAS FUELED WITH AUTO GAS. THE FLAPS WERE FOUND IN THE UP POSITION.

Brief of Accident (Continued)

File No. - 3250

11/21/82

MIRAMAR, FL

A/C Reg. No. N3677A

Time (Lcl) - 1016 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - CORRODED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
4. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - OTHER MAINTENANCE PSNL
5. FLUID, FUEL GRADE - INCORRECT
6. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
8. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
9. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
10. AIRSPEED - ABOVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3283 12/08/82 VALPARAISO, FL A/C Reg. No. N90692 Time (Lcl) - 2230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
IN FLIGHT
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 030/008 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 1600 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

DESTIN, FL

Destination

HUNTSVILLE, AL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - TOWER

Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EGLIN, AFB

Runway Ident - 12

Runway Lth/Wid - 12000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - PA-61

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 959

Make/Model- 200

Instrument- UNK/NR

Multi-Eng - 325

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO MINUTES AFTER TAKEOFF THE PLT REPORTED A LOSS OF THE LEFT ENG. HE WAS IMMEDIATELY CLEARED FOR A LANDING AT EGLIN AFB. WHILE MANEUVERING FOR A LANDING THE LEFT ENG & WING SEPARATED FROM THE ACFT. THE ENG WAS SEPARATED FROM THE WING & SHOWED EVIDENCE OF IN FLIGHT FIRE. THE MOST INTENSE HEAT WAS IN THE ENG ACCESSORY SECTION IN THE AREA BETWEEN THE BENDIX FUEL SERVO & THE INBOARD TURBOCHARGER. THERE WAS EXTENSIVE FIRE DAMAGE TO THE OIL & FUEL LINES ON THE RIGHT SIDE OF THE ACCESSORY SECTION, THE OIL DIPSTICK SHOWED NO OIL & THERE WAS NO EVIDENCE TO SHOW THAT THE OIL HAD SPILLED IN THE IMPACT CRATER. ABOUT 25 MIN PRIOR TO TAKEOFF THE PLT TELEPHONED THE MAINT. FACILITY WHO HAD ACCOMPLISHED RECENT MAJOR REPAIRS ON THE ACFT & RELATED HE WAS EXPERIENCING DIFFICULTY WITH THE LEFT THROTTLE. THE PLT WAS ADVISED TO HAVE A MECHANIC CHECK IT OUT.

Brief of Accident (Continued)

File No. - 3283

12/08/82

VALPARAISO, FL

A/C Reg. No. N90692

Time (Lcl) - 2230 CST

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 2. ENGINE ASSEMBLY - FAILURE, TOTAL
 3. ENGINE ASSEMBLY - FIRE
 4. ENGINE ASSEMBLY - UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. WING, SPAR - FIRE
 6. WING, SPAR - FAILURE, TOTAL
 7. WING - SEPARATION
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3331 12/30/82 ST. AUGUSTINE, FL A/C Reg. No. N8412F Time (Lcl) - 1955 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-APPROACH		Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28RT-201T	Eng Make/Model	- CONTINENTAL TSIO-360-FB1	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 200 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 - IMC</p> <p>Wind Dir/Speed- 030/012 KTS</p> <p>Visibility - 2.000 SM</p> <p>Cloud Conditions(1st) - 300 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SALISBURY, NC</p> <p>Destination ST. AUGUSTINE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - VOR/TVOR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data ST. AUGUSTINE</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 6947/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review Current - YES Months Since - Aircraft Type - PA-38</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1635</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 1000</td> <td>Last 30 Days</td> <td>- 82</td> </tr> <tr> <td>Instrument</td> <td>- 112</td> <td>Last 90 Days</td> <td>- 192</td> </tr> <tr> <td>Multi-Eng</td> <td>- 141</td> <td></td> <td></td> </tr> </table>	Total	- 1635	Last 24 Hrs	- 3	Make/Model	- 1000	Last 30 Days	- 82	Instrument	- 112	Last 90 Days	- 192	Multi-Eng	- 141		
Total	- 1635	Last 24 Hrs	- 3															
Make/Model	- 1000	Last 30 Days	- 82															
Instrument	- 112	Last 90 Days	- 192															
Multi-Eng	- 141																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROACH CONTROL ADVISED THE FLT AT THE TIME OF THE INITIATION OF THE APPROACH THAT WEATHER FOR THE GENERAL AREA WAS 300 FT OVERCAST, 2 MI IN FOG. THE FLT WAS CLEARED FOR THE VOR RWY 13 APPROACH. THE ACFT STRUCK TREES ABOUT 65 FT AGL IN AN AREA ABOUT 4 MI NW OF THE APPROACH END OF RWY 13. THE MDA IS 560 FT & THE ARPT ELEVATION IS 10 FT.

Brief of Accident (Continued)

File No. - 3331

12/30/82

ST. AUGUSTINE, FL

A/C Reg. No. N8412F

Time (Lc1) - 1955 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 7. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3324 7/15/82 ROSWELL,GA A/C Reg. No. N6868P Time (Lcl) - 0855 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 1.000 SM

Cloud Conditions(1st) - UNK/NR INDEFINITE
Cloud Conditions(2nd) - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHAMBLEE,GA

Destination
ANDERSON,SC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR

Type Apch/Lndg - ILS - COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DEKALB PEACHTREE
Runway Ident - 20
Runway Lth/Wid - 5001/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 742
Make/Model- 8
Instrument- 123
Last 24 Hrs - 0
Last 30 Days- 8
Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 12 MINUTES AFTER TAKEOFF THE PLT REPORTED "...ALTERNATOR OR GENERATOR TROUBLE" & REQUESTED TO RETURN TO THE ARPT. HE LATER REPORTED THAT HE WAS HAVING RADIO PROBLEMS. THE PLT WAS VECTORED TO INTERCEPT THE ILS RWY 20L APCH COURSE. THE ACCIDENT OCCURRED ABOUT 1 MI WEST OF THE CHAMB OUTER MARKER. THE PLT DID NOT DECLARE AN EMERGENCY. STORED RADAR INFORMATION SHOWED RECEIVING TRANSPONDER INFORMATION UNTIL THE FIRST COAST TARGET. DISASSEMBLY OF THE GYRO HORIZON & DIRECTIONAL GYRO REVEALED HEAVY ROTATIONAL DAMAGE. WHEN THE PLT DEPARTED THE WX WAS 300 FT OVERCAST WITH 3 MI IN FOG & HAZE. THE PLT WAS NOT ADVISED OF THE LATEST REPORTED WX. THE PLT NOTED ONLY 4 INSTRUMENT APPROACHES IN HIS LOG BOOK IN 1982, ALL ON 3/8/82 DURING AN IFR RECURRENCEY TRAINING FLT. THE CFI LATER REPORTED THAT HE DID NOT FEEL THAT THE PLT WAS SUFFICIENTLY COMPETENT ON THAT FLT TO BE ENDORSED FOR AN INSTRUMENT COMPETENCY CHECK. THE PLT WAS RUSTY ON INSTRUMENTS & HAD DIFFICULTY ON THE INSTRUMENT APPROACHES.

Brief of Accident (Continued)

File No. - 3324

7/15/82

ROSWELL,GA

A/C Reg. No. N6868P

Time (Lcl) - 0855 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(DEP/APCH)
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. DECISION HEIGHT - BELOW - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3279

8/06/82

FOLKSTON,GA

A/C Reg. No. N7379J

Time (Lcl) - 2352 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUGUSTA,GA
Destination
GAINESVILLE,FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26

Biennial Flight Review

Current - UNK/NR
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	45	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR		Last 30 Days- UNK/NR
Instrument-	1		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO THE OKEFENOKEE SWAMP IN SE GEORGIA. THUNDERSTORMS, VARYING IN MAGNITUDE FROM LEVELS 3 TO 5, WERE MOVING FROM WEST OF JACKSONVILLE FL TO AN AREA NORTH OF THE OKEFENOKE SWAMP. THE STORMS WERE MOVING NW AT 20K.

Brief of Accident (Continued)

File No. - 3279

8/06/82

FOLKSTON,GA

A/C Reg. No. N7379J

Time (Lcl) - 2352 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - RAIN
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

5. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3276 9/10/82 ALMA,GA A/C Reg. No. N39685 Time (Lcl) - 1131 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED			Injuries			
	Fire	Crew	Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	NONE	Pass	1	0	0	0	
Flight Conducted Under -14 CFR 91			1	0	0	0	
Accident Occurred During -DESCENT							

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OCALA,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALBANY,NY	ALMA
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 600 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 850
SE LAND	Months Since -	Make/Model- UNK/NR
	Aircraft Type - PA-28	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-----

DURING HIS WX BRIEFING AT 0731 THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE ACFT CRASHED IN A CORNFIELD AFTER AN INFLIGHT SEPARATION OF THE STABILATORS & WINGS. LOCAL RESIDENTS RECALLED THAT THE RAIN SHOWERS WERE RATHER HEAVY AT TIMES ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3276

9/10/82

ALMA,GA

A/C Reg. No. N39685

Time (Lc1) - 1131 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING - OVERLOAD
9. WING - FAILURE,TOTAL
10. WING - SEPARATION
11. FLIGHT CONTROL,STABILATOR - OVERLOAD
12. FLIGHT CONTROL,STABILATOR - FAILURE,TOTAL
13. FLIGHT CONTROL,STABILATOR - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3383

9/26/82

ATHENS,GA

A/C Reg. No. N39603

Time (Lc1) - 2010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 LBS THRUST

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 330/004 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 5000 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DALTON,GA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ATHENS MUNICIPAL

Runway Ident - 02

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 600

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INITIATED AN INTERSECTION TAKEOFF WITH 1400 FT OF RUNWAY REMAINING. AFTER STARTING THE TAKEOFF, HE ELECTED TO ABORT; HOWEVER, THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND COLLIDED WITH OBSTACLES. THE PERFORMANCE CHARTS SHOWED THAT A 3000 LB AIRCRAFT WOULD REQUIRE 2000 FT TO CLEAR 50 FT OBSTACLES DURING A TAKEOFF WITH NO FLAPS.

Brief of Accident (Continued)

File No. - 3383

9/26/82

ATHENS,GA

A/C Reg. No. N39603

Time (Lc1) - 2010 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3390 11/20/82 ATLANTA,GA A/C Reg. No. N5058E Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	2	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 680W	Eng Make/Model	- AIRESEARCH TPE-331-43BL	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9400	Engine Type	- TURBOPROP	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 575 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	ON AIRSTRIP	
Method	CHARLOTTE,NC		
Completeness	Destination	Airport Data	
Basic Weather	ATLANTA,GA	HARTSFIELD INTL	
Wind Dir/Speed	350/010 KTS	Runway Ident	- 08
Visibility	- .250 SM	Runway Lth/Wid	- 8000/ 150
Cloud Conditions(1st)	- 100 FT OVERCAST	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- UNK/NR	Runway Status	- WET
Obstructions to Vision	- FOG		
Precipitation	- RAIN		
Condition of Light	- NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total	- 3420
SE LAND,ME LAND	Months Since -	Make/Model	- 143
	Aircraft Type - UNK/NR	Instrument	- 490
		Multi-Eng	- 2640
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 262

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT ON THE PREVIOUS FLT, THE CENTER FUEL TANK GAUGE WAS MALFUNCTIONING AND INDICATED 800 LBS EVEN WHEN IT WAS FULL WITH 1400 LBS. AFTER LNDG AT CHARLOTTE,NC, IT WAS STILL INDICATING 800 LBS. BFR TKOF, THE CENTER TANK WAS REFILLED. WHILE EN ROUTE ABOUT 40 MI WEST OF ATLANTA, GA, THE PLT NOTED THAT THE FUEL GAUGE INDICATED 500 LBS & WAS DROPPING RAPIDLY. A FEW MINUTES LATER, BOTH ENGS FLAMED OUT. VECTORS WERE OBTAINED TO FLY TO THE NEAREST ARPT. DRG THE DESCENT, THE ENGINES WERE RESTARTED. THE PLT INTERCEPTED THE ILS & REMAINED HIGH ON THE GLIDE SLOPE. THE WEATHER AT THE ARPT WAS REPORTED AS 100 FT OVC, VIS 1/4 MI WITH FOG & RAIN. THE ACFT BROKE OUT OF THE CLDS APRX 2/3 OF THE WAY DOWN THE RWY, THEN CONTINUED OFF THE END OF THE RUNWAY & WENT THRU ILS ANTENNA ARRAY. AN EXAM REVEALED THE CENTER FUEL CAP WAS MISSING, IT WAS FOUND IN THE GRASS NEAR THE PARKING RAMP AT CHARLOTTE. THE FUEL CAP WAS FOUND TO BE WORN & WOULD NOT LOCK SECURELY.

Brief of Accident (Continued)

File No. - 3390

11/20/82

ATLANTA,GA

A/C Reg. No. N5058E

Time (Lcl) - 1930 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. FUEL SYSTEM,CAP - WORN
4. FUEL SYSTEM,CAP - SEPARATION
5. FLUID,FUEL - LOSS,PARTIAL
6. FLUID,FUEL - STARVATION
7. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

8. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
10. WEATHER CONDITION - LOW CEILING
11. WEATHER CONDITION - FOG

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

12. OBJECT - APPROACH LIGHT/NAVAID

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3265 10/18/82 GULF OF MEXICO,GM A/C Reg. No. N55AL Time (Lcl) - 1012 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
ON-DEMAND AIR TAXI	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass 1	0	0	0
Accident Occurred During -CRUISE		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	VERMILLION BLOCK 84,GM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	VERMILLION BLOCK 39,GM	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - 15000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1873
SE LAND	Months Since -	Make/Model- 1673
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 134
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 57
		Rotorcraft - 1673

Instrument Rating(s) - HELICOPTER

-----Narrative-----

N55AL HAD DEPARTED VERMILLION BLOCK 84 AT ABOUT 0956 ENROUTE TO VERMILLION BLOCK 39 WITH AN ETA OF 1010. THE PLT CALLED AT ABOUT 1011 STATING HE WOULD BE LANDING IN ABOUT 1 MINUTE. N9914K HAD DEPARTED VERMILLION BLOCK 64 AT ABOUT 1010 ENROUTE TO VERMILLION BLOCK 60. THE COLLISION OCCURRED ABOUT 24 MI SW OF INTERCOASTAL CITY, LA.

Brief of Accident (Continued)

File No. - 3265

10/18/82

GULF OF MEXICO,GM

A/C Reg. No. N55AL

Time (Lcl) - 1012 CDT

Occurrence MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3265 10/18/82 GULF OF MEXICO,GM A/C Reg. No. N9914K Time (Lc1) - 1012 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-CRUISE		Other	2	0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT	Weather Radar	- NO	
No. of Seats	- 5	Rated Power	- 400 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	VERMILLION BLOCK 64,GM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	VERMILLION BLOCK 60,GM	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - 15000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2008
	Months Since -	Make/Model- 434
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 143
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 238
		Rotorcraft - 2008

Instrument Rating(s) - NONE

-----Narrative-----

N55AL HAD DEPARTED VERMILLION BLOCK 84 AT ABOUT 0956 ENROUTE TO VERMILLION BLOCK 39 WITH AN ETA OF 1010. THE PLT CALLED AT ABOUT 1011 STATING HE WOULD BE LANDING IN ABOUT 1 MINUTE. N9914K HAD DEPARTED VERMILLION BLOCK 64 AT ABOUT 1010 ENROUTE TO VERMILLION BLOCK 60. THE COLLISION OCCURRED ABOUT 24 MI SW OF INTERCOASTAL CITY, LA.

Brief of Accident (Continued)

File No. - 3265

10/18/82

GULF OF MEXICO,GM

A/C Reg. No. N9914K

Time (Lc1) - 1012 CDT

Occurrence MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3312 11/22/82 BUCCANEER OIL FIELD,GM A/C Reg. No. N144AL Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage					
ON-DEMAND AIR TAXI	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,FERRY	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
				0	0	0
				0	0	0

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250C-20	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 317 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- 140/007 KTS	Runway Ident
Visibility	- 40.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 2000 FT SCATTERED	Runway Surface
Cloud Conditions(2nd)	- NONE	Runway Status
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	- 6887
SE LAND,ME LAND	Months Since -	Make/Model	- 3504
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 281
		Multi-Eng	- 393
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 115
		Rotorcraft	- 5571

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FOUND FLOATING INVERTED ABOUT 1.5 MI FROM THE POINT OF DEPARTURE. THE TAILBOOM HAD SEPARATED & THERE WAS EVIDENCE THAT THE M/R BLADES HAD STRUCK THE TAILBOOM. THE WINDSHIELD & CHIN BUBBLE WAS BROKEN OUT. AN OIL PUMP GEAR TOOTH WAS FOUND ADHERING TO THE LOWER CHIP DETECTOR PLUG. THE OIL PUMP HAD 3 TEETH MISSING FROM A GEAR. THERE WAS EVIDENCE OF A SMOOTH ROUND OBJECT GOING THROUGH THE PUMP & JAMMING THE GEAR TEETH. THE BALL SEPARATOR GAGE FOR A BEARING (MRC P/N 6859435-G) HAD BROKEN APART ALLOWING BALLS TO FALL OUT. THE GEAR WHICH DRIVES THE FUEL CONTROL & OIL PUMP THEN MOVED SIDEWAYS FAR ENOUGH TO BECOME UNCOUPLED FROM ITS DRIVE GEAR. THE SEVEN TANGS ON ONE-HALF OF THE BALL SEPARATOR CAGE HAD SEPARATED. THE SEPARATED BEARING WAS NOT AN AUTHORIZED TYPE FOR USE IN THIS ENGINE. THE ENGINE MANUFACTURER ISSUED A COMMERCIAL ENGINE BULLETIN DATED 9/30/82 CALLING FOR ALL UNAUTHORIZED BEARINGS TO BE REMOVED FROM SPARE STOCK & SCRAPPED.

Brief of Accident (Continued)

File No. - 3312

11/22/82

BUCCANEER OIL FIELD,GM

A/C Reg. No. N144AL

Time (Lcl) - 1030 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. REDUCTION GEAR ASSY,ACCESSORY DRIVE BEARING - INCORRECT
 2. REDUCTION GEAR ASSY,ACCESSORY DRIVE BEARING - FATIGUE
 3. REDUCTION GEAR ASSY,ACCESSORY DRIVE BEARING - FAILURE,TOTAL
 4. REDUCTION GEAR ASSY,ACCESSORY DRIVE BEARING - DISABLED
-

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3264 12/24/82 DUBUQUE, IA A/C Reg. No. N4091U Time (Lcl) - 2030 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
COMMUTER	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,FERRY	Fire	Crew	2	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 10	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DES MOINES,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	DUBUQUE,IA	Runway Ident - 13
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Lth/Wid - 6498/ 150
Visibility - .375 SM	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Cloud Conditions(1st) - 500 FT INDEFINITE	Type of Clearance - TOWER	Runway Status - WET
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - ILS - COMPLETE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 1230
SE LAND,ME LAND	Months Since -	Make/Model- UNK/NR
	Aircraft Type - PA-31	Instrument- 252
		Multi-Eng - 430
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 2015 THE FLT CONTACTED ARTCC & REQUESTED DUBUQUE WX. THEY WERE ADVISED THAT DUBUQUE WAS 500 FT INDEFINITE CEILING, SKY OBSCURED, VISIBILITY 1/2 MI FOG & THEY WOULD BE VECTORED FOR A BACK COURSE RWY 13 APCH. THE FLT THEN REQUESTED THE FRONT COURSE APCH TO RWY 31 & THE CONTROLLER ADVISED THE FLT THAT IT WOULD BE VECTORED TO THE ILS FRONT COURSE APPROACH TO RWY 31. APPROXIMATELY 40 SECS LATER THE FLT ADVISED THE CONTROLLER THAT IT WOULD TAKE THE BACK COURSE APCH TO RWY 13. THE LANDING MINIMA FOR A STRAIGHT-IN ILS RWY 31 IS 1/2 MILE VISIBILITY & FOR A STRAIGHT-IN LOC/DME BACK COURSE APCH TO RWY 13 3/4 MILE VISIBILITY. THE ACFT'S WRECKAGE WAS FOUND IN A VALLEY ABOUT 3/4 MILE SHORT OF RWY 13 & APPROXIMATELY 100 FT BELOW THE RWY ELEVATION.

Brief of Accident (Continued)

File No. - 3264

12/24/82

DUBUQUE, IA

A/C Reg. No. N4091U

Time (Lc1) - 2030 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3381

1/04/82

FORT WAYNE, IN

A/C Reg. No. N2CU

Time (Lcl) - 0212 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA T337G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-C2B
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 100/010 KTS
Visibility - .500 SM
Cloud Conditions(1st) - 200 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
GRAND ISLAND, NE
Destination
TOLEDO, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 22
Runway Lth/Wid - 9000/ 150
Runway Surface - CONCRETE
Runway Status - SNOW - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 31

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1628
Make/Model- 94
Instrument- UNK/NR
Multi-Eng - 94
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON 1/31/83 AT 2134 CST, THE ACFT DEPARTED GRAND ISLAND, NE ON AN IFR FLT PLAN TO TOLEDO, OH, WITH APPX 125 GAL OF FUEL ON BOARD. WHILE EN ROUTE, THE PLT RECEIVED UPDATED WX FOR TOLEDO. AT THAT TIME, THE TOLEDO WX WAS INDEFINITE 100 FT OBSCD, VIS 1-1/2 MI WITH RAIN & FOG, PRESSURE FALLING RAPIDLY. THE PLT CHANGED HIS DESTINATION TO AN ALTN ARPT AT FT WAYNE, WHERE, AT THAT TIME, THE WX WAS 400 FT OVC, VIS 3 MI WITH LGT RAIN & FOG. BY THE TIME, THE ACFT HAD ARRIVED IN THE FT WAYNE AREA, THE CEILING HAD DROPPED TO 200 FT OVC. THE PLT WAS CLRD FOR AN APCH TO THE FT WAYNE MUNI ARPT. BY THAT TIME, THE TOWER WAS CLOSED, BUT THE RWY LGTS WERE SET ON BRIGHT. AT APRX 0212, THE ACFT COLLIDED WITH TREES THEN IMPACTED THE GND APRX 1.5 MI NE OF THE ARPT, ABOUT 3 HRS, 48 MIN AFTER TKOF, ON A HDG OF 120 DEG. AN EXAM OF THE ENGINE REVEALED NO DISCREPANCIES THAT WOULD HAVE PREVENTED NORMAL OPERATION. THERE WAS EXTSV DMG TO THE FUEL SYS, THE AMOUNT OF FUEL ON BOARD BRF IMPACT WAS NOT DTRMD, BUT A PAX RPRTD 4 HRS OF FUEL & A RESERVE.

Brief of Accident (Continued)

File No. - 3381

1/04/82

FORT WAYNE, IN

A/C Reg. No. N2CU

Time (Lcl) - 0212 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - SNOW

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. OBJECT - TREE(S)
10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,10

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3277 12/23/82 1 1/2 MI.N. MAYETTA,KS A/C Reg. No. N756DB Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA R182	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 050/005 KTS</p> <p>Visibility - 4.000 SM</p> <p>Cloud Conditions(1st) - 600 FT PART OBSC</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KANSAS CITY,MO</p> <p>Destination BELLEVILLE,KS</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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2050
SE LAND	Months Since -	Make/Model- UNK/NR
	Aircraft Type - C-R182	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RECEIVED WX BRIEFINGS AT 1114 & 1220. HE WAS ADVISED AGAINST VFR FLT DUE TO LOW CEILINGS & VISIBILITIES IN WESTERN MISSOURI, EASTERN & NORTHEASTERN KANSAS. AT 1300 THE PLT RECEIVED A SPECIAL VFR CLEARANCE TO DEPART. AT 1330 WITNESSES OBSERVED THE ACFT FLYING LOW OVERHEAD THEN CLIMB UP & ENTER THE FOG. SHORTLY THEREAFTER THEY HEARD AN EXPLOSION.

Brief of Accident (Continued)

File No. - 3277

12/23/82

1 1/2 MI.N. MAYETTA,KS

A/C Reg. No. N756DB

Time (Lcl) - 1330 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3249 4/04/82 LOUISVILLE, KY A/C Reg. No. N8854A Time (Lcl) - 0826 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-BUSINESS	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	1	0	0
Accident Occurred During	-APPROACH	IN FLIGHT	Pass	2	0	0	0
		ON GROUND					

-----Aircraft Information-----

Make/Model	- BEECH B35	Eng Make/Model	- CONTINENTAL E-225-8	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 225 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	DAYTON, OH	BOWMAN FIELD
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 06
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- TOWER	- 4312/ 100
Obstructions to Vision	- NONE	Runway Surface
Precipitation		- ASPHALT
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 500
SE LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED ON APPROACH DURING AN ATTEMPTED EMERGENCY LANDING. THE AIRCRAFT HAD JUST DEPARTED AND WAS RETURNING BECAUSE OF SMOKE IN THE COCKPIT. THE SMOKE WAS CAUSED BY AN ELECTRICAL SHORT AND ARCING OF WIRING IN THE SYSTEM. THE LOOSE WIRING AND WORN INSULATION WERE THE RESULT OF YEARS OF NEGLECT IN MAINTENANCE. THE CREW'S LACK OF PROPER EMERGENCY EVACUATION WAS RESULT OF NO ESTABLISHED PROCEDURES AND POOR JUDGEMENT REACTION. THE RIGHT SEAT PILOT WAS STILL TURNING TO LAND WHEN AIRCRAFT DESCENDED RAPIDLY AND LEFT WING CONTACTED RUNWAY FIRST THEN THE NOSE. ALL LANDING GEAR COLLAPSED AS THE AIRCRAFT SPUN AROUND, SLID AND CAUGHT FIRE AS IT STOPPED SLIDING.

Brief of Accident (Continued)

File No. - 3249

4/04/82

LOUISVILLE, KY

A/C Reg. No. N8854A

Time (Lc1) - 0826 EST

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - SHORTED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - SMOKE
4. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
5. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

6. WEATHER CONDITION - TAILWIND
7. EMERGENCY PROCEDURE - NOT FOLLOWED - COPILOT
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(OTHER TOXIC) - PILOT IN COMMAND
10. FLIGHT MANUALS - INADEQUATE - COMPANY/OPERATOR MGMT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3387 6/11/82 HAZARD,KY A/C Reg. No. N5781Z Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
ON-DEMAND AIR TAXI	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	0	0	1	0
Flight Conducted Under -14 CFR 135	NONE	0	1	1	1
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS350D	Eng Make/Model - LYCOMING LTS-101-600A2	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4190	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 6	Rated Power - 600 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAZARD
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI,ATP	Current - YES	Total - 6750
SE LAND,ME LAND	Months Since -	Make/Model- 132
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 800
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 4900

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS ON AN AERIAL SURVEY FLIGHT WITH 3 ENGINEERS ON BOARD. DURING THE FLIGHT, THE PILOT WAS FLYING TO VARIOUS AREAS IN RESPONSE TO COMMANDS FROM THE OBSERVERS (ENGINEERS). WHILE RESPONDING TO A COMMAND, THE HELICOPTER COLLIDED WITH AN ELECTRICAL TRANSMISSION LINE. THE PILOT ATTEMPTED TO CONTROL THE HELICOPTER DURING A FORCED LANDING. DURING THE LANDING, IT IMPACTED ON THE SIDE OF A BUILDING AND TUMBLED TO THE GROUND.

Brief of Accident (Continued)

File No. - 3387

6/11/82

HAZARD,KY

A/C Reg. No. N5781Z

Time (Lc1) - 1500 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - RESIDENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3259 12/08/82 LONDON, KY A/C Reg. No. N2148 Time (Lcl) - 1518 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - PITTS SPECIAL 51C	Eng Make/Model - LYCOMING O-320-A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SUMTER, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	LONDON-CORBIN
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	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- UNK/NR		
Precipitation - UNK/NR		
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	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT GROUND LOOPED DURING LANDING. INVESTIGATION REVEALED THERE WAS SLIGHT CROSSWIND AND THE TAIL WHEEL STEERING SPRING FAILED.

Brief of Accident (Continued)

File No. - 3259

12/08/82

LONDON, KY

A/C Reg. No. N2148

Time (Lcl) - 1518 EST

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, PARTIAL
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3303 12/15/82 LOUISVILLE, KY A/C Reg. No. N5589S Time (Lcl) - 0730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	3	0

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9920
No. of Seats - 7

Eng Make/Model - GARRETT TPE-331-1151A
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 665 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/008 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 1500 FT BROKEN
Cloud Conditions(2nd) - 2500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ODESSA, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BOWMAN FIELD
Runway Ident - 14
Runway Lth/Wid - 3539/ 100
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, SE SEA, ME LAND

GLIDER

Age - 36

Biennial Flight Review

Current - YES
Months Since -
Aircraft Type - MU-2

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 4000	Last 24 Hrs	- UNK/NR
Make/Model	- 70	Last 30 Days	- UNK/NR
Instrument	- 700	Last 90 Days	- 90
Multi-Eng	- 2300	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ACFT NEVER REACHED VI SPEED OF 107K. AFTER ABOUT 2,700 FT ON THE TAKEOFF ROLL THE PLT REALIZED THAT LIFT-OFF WAS NOT POSSIBLE WITH THE REMAINING RWY SO HE ELECTED TO ABORT. THE PLT THEN STATED THAT HE PULLED THE PROPELLERS INTO REVERSE & APPLIED FULL BRAKING SINCE THE RWY WAS 6,000 FT LONG (THE RWY IS ONLY ABOUT 3,500 FT LONG). THE ACFT CONTINUED OFF THE DEPARTURE END OF THE RWY, THROUGH THE ARPT PERIMETER FENCING, CROSSED A FOUR LANE ROAD & MEDIAN, UPROOTED A STOP SIGN UTILITY POLE, & FINALLY IMPACTED A 14-INCH TREE. THE OPERATORS MANUAL STATES THAT NORMAL TAKEOFF IS CONDUCTED WITH 20 DEG FLAPS & A ROTATION SPEED OF 93K. THE FLAPS WERE FOUND 5 DEG. THE ACCELERATE/STOP DISTANCE WITH THE PRESCRIBED FLAP SETTING & APPROXIMATE ENVIRONMENTAL CONDITIONS IS 2,260 FT. WITH A TAKEOFF ROLL OF ABOUT 1,825 FT.

Brief of Accident (Continued)

File No. - 3303

12/15/82

LOUISVILLE, KY

A/C Reg. No. N5589S

Time (Lc1) - 0730 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

5. OBJECT - FENCE
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Probable Cause updated in AAB 87/02 p. 23

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3211 10/15/82 SICILY ISLAND, LA A/C Reg. No. N8520L Time (Lcl) - 1835 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - 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 - YES
Max Gross Wt - 1850	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	WISNER, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 21400
SE LAND, ME LAND	Months Since -	Make/Model- 5402
	Aircraft Type - UNK/NR	Instrument- 400
		Multi-Eng - 1400
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 410

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT ON HIS LAST SWATH RUN THE LEFT OUTBOARD SECTION OF THE WING COLLIDED WITH A LIGHT POLE AND SEPARATED JAMMING THE AILERON. THE AIRCRAFT BECAME UNCONTROLLABLE AND CRASHED IN AN OPEN FIELD. THE AIRCRAFT CARTWHEELED AND BROKE UP BEFORE COMING TO REST. THE AIRCRAFTS WINDSHIELD WAS COATED WITH SPRAY AND THE SUN ANGLE CREATED A GLARE WHICH INTERFERED WITH THE PILOTS ABILITY TO SEE.

Brief of Accident (Continued)

File No. - 3211

10/15/82

SICILY ISLAND,LA

A/C Reg. No. N8520L

Time (Lc1) - 1835 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - UTILITY POLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. LIGHT CONDITION - SUNGLARE
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
 6. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 7. REMEDIAL ACTION - DISREGARDED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3207 10/24/82 BASTROP, LA A/C Reg. No. N1739H Time (Lcl) - 0030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 310C	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 4840	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>EL PASO, TX</p> <p>Destination</p> <p>BASTROP, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MOREHOUSE MEM.</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 4000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>UNK/NR</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT WAS PREPARING FOR AN ENROUTE LANDING WHEN HE GOT AN UNSAFE GEAR LIGHT. WHILE TROUBLE-SHOOTING, THE LEFT ENGINE STOPPED. HE FEATHERED THE LEFT ENGINE AND ALMOST IMMEDIATELY THE RIGHT ENGINE QUIT. THE PILOT FAILED TO REACH THE RUNWAY DURING THE POWER OFF APPROACH AND LANDED 300 YARDS SHORT. INVESTIGATION REVEALED THE LEFT FEATHER LEVER WAS IN FEATHER POSITION BUT THROTTLE AND MIXTURE WERE ON. THE RIGHT PROP WAS NOT FEATHERED BUT THE THROTTLE WAS CLOSED AND THE MIXTURE WAS OFF AS IF THE ENGINE HAD BEEN SHUT DOWN. THE PILOT STATED HE DID NOT MOVE ANY CONTROLS AFTER THE ACCIDENT. IT IS BELIEVED THE LEFT ENGINE QUIT BECAUSE OF FUEL EXHAUSTION SINCE THE AIRCRAFT HAD FLOWN TO THE LIMITS OF ITS FUEL RANGE.

Brief of Accident (Continued)

File No. - 3207

10/24/82

BASTROP, LA

A/C Reg. No. N1739H

Time (Lcl) - 0030 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
2. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

4. FLUID, FUEL - EXHAUSTION
5. WRONG ENGINE SHUTDOWN - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
9. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
10. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
11. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

12. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,8,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3338 10/31/82 BATON ROUGE, LA A/C Reg. No. N41045 Time (Lcl) - 0505 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During -TAKEOFF			2	0	0

-----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 - NO
No. of Seats - 10	Rated Power - 350 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 120/007 KTS</p> <p>Visibility - .250 SM</p> <p>Cloud Conditions(1st) - OBSCURED</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination CHARLESTON, WY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>RYAN AIRPORT</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 6900/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 41</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1784</p> <p>Make/Model- 336</p> <p>Instrument- 332</p> <p>Multi-Eng - 1087</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 53</p> <p>Last 90 Days- 125</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED AND BURNED SHORTLY AFTER TAKING OFF IN DARKNESS ON AN IFR FLIGHT PLAN. THE WEATHER WAS REPORTED AS INDEFINITE CEILING, ZERO OBSCURATION, VISIBILITY 1/4 MI WITH FOG, WIND 120 DEG AT 5 KTS. A NUMBER OF WITNESSES HEARD THE AIRCRAFT, BOTH BEFORE AND AFTER TAKEOFF. THE CONSENSUS OF THEIR STATEMENTS INDICATED THAT ONE ENGINE LOST POWER WHILE THE OTHER CONTINUED RUNNING AT A HIGH POWER SETTING. AN INVESTIGATION REVEALED THAT AN INTENSE POSTCRASH FIRE HAD CONSUMED MOST OF THE AIRCRAFT. THERE WAS EVIDENCE THAT THE PLANE HAD CRASHED IN A STEEP NOSE DOWN, RIGHT WING LOW ATTITUDE AND DID NOT MOVE AFTER IMPACT. THE RIGHT PROPELLER WAS FOUND IN A FEATHERED POSITION. THE LEFT PROPELLER BLADES WERE CURLED AND TWISTED. BOTH ENGINES WERE DISASSEMBLE, BUT NO EVIDENCE OF A MECHANICAL FAILURE WAS FOUND. THE GEAR AND FLAPS WERE RETRACTED AND THE COWL FLAPS WERE CLOSED.

Brief of Accident (Continued)

File No. - 3338

10/31/82

BATON ROUGE, LA

A/C Reg. No. N41045

Time (Lcl) - 0505 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3219 11/14/82 ALEXANDRIA, LA A/C Reg. No. N7682E Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CHAMPION 7FC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 130/010 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 4000 FT BROKEN

Cloud Conditions(2nd) - 22000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

PINEVILLE MUNICIPAL

Runway Ident - 35

Runway Lth/Wid - 3000/ 75

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 67

Make/Model- 7

Instrument- 3

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE AIRCRAFT TOUCHED DOWN WITH A RIGHT QUARTERING TAILWIND. THE PILOT STATED THAT AFTER MAKING A NORMAL APPROACH AND LANDING, HE OVERCONTROLLED THE RUDDER. THE AIRCRAFT VEER OFF THE RUNWAY AND COLLIDED WITH A DITCH BEFORE REACHING THE TAXIWAY. THE LANDING GEAR SHEARED OFF DURING IMPACT WITH THE DITCH.

Brief of Accident (Continued)

File No. - 3219

11/14/82

ALEXANDRIA, LA

A/C Reg. No. N7682E

Time (Lc1) - 1030 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - CROSSWIND
3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3218 11/21/82 VINTON, LA A/C Reg. No. N18632 Time (Lcl) - 2100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EL DORADO, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - WATER
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - WET
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	HIGH VEGETATION
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN STOLEN BY A NONCERTIFICATED PILOT SOMETIME DURING THE EVENING OF 11/21/82. THE PURPOSE AND DESTINATION OF THE FLIGHT WAS NOT DETERMINED. IT WAS FOUND LAYING UPSIDE DOWN IN A SWAMP ON 11/29/82. THE PILOT WAS EXTRACTED BY HELICOPTER AND FLOWN TO LAKE CHARLES, LA WHERE HE WAS HOSPITALIZED FOR SEVERE EXPOSURE. HE TOLD AUTHORITIES THE ACCIDENT OCCURRED WHILE HE WAS MAKING AN EMERGENCY LANDING AFTER RUNNING OUT OF FUEL.

Brief of Accident (Continued)

File No. - 3218

11/21/82

VINTON, LA

A/C Reg. No. N18632

Time (Lc1) - 2100 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. TERRAIN CONDITION - WET
8. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3367 12/26/82 HENDERSON, LA

A/C Reg. No. N5369T

Time (Lcl) - 1035 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	2	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - .500 SM

Cloud Conditions(1st) - 400 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - RAIN SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEAUMONT, TX

Destination

COVINGTON, LA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 125

Make/Model- 100

Instrument- 3

Last 24 Hrs - 6

Last 30 Days- 13

Last 90 Days- 17

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND TWO PASSENGERS WERE ON A FLIGHT FROM BEAUMONT, TX TO COVINGTON, LA. THE NON-INSTRUMENT RATED PILOT DEPARTED ON A SPECIAL VFR CLEARANCE. AT THAT TIME, THE WEATHER AT BEAUMONT WAS 300 FT OVERCAST, VISIBILITY 12 MI. WHEN THE AIRCRAFT WAS ABOUT 10 MI NORTHEAST, THE PILOT REPORTED THAT HE WAS AT 1400 FT MSL. AFTER THAT, NO FURTHER TRANSMISSIONS WERE RECEIVED. THE PILOT ATTEMPTED TO PENETRATE A LINE OF HEAVY THUNDERSTORMS NEAR HENDERSON, LA. WHILE IN THAT VICINITY, THE PLANE COLLIDED WITH A LINE OF TREES ABOUT 50 FT AGL, THEN IMPACTED THE GROUND ABOUT 60 FT BEYOND. AN INSPECTION OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION. A WITNESS HEARD THE ENGINE OPERATING BEFORE IMPACT.

Brief of Accident (Continued)

File No. - 3367

12/26/82

HENDERSON, LA

A/C Reg. No. N5369T

Time (Lc1) - 1035 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - LOW CEILING
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

7. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3267 12/27/82 NEW ORLEANS,LA A/C Reg. No. N121BJ Time (Lc1) - 1402 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	SUBSTANTIAL				
Type of Operation -	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
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	OFF AIRPORT/STRIP
Method - N/A	CROWN POINT,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COVINGTON,LA	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1500 FT 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6400
SE LAND,ME LAND,SE SEA,ME SEA	Months Since -	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 2000
		Instrument- 230
		Multi-Eng - 1000
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT WHILE THE AMPHIBIOUS ACFT WAS OVER THE CITY. THE ACFT HAD INSUFFICIENT ALTITUDE TO REACH THE MISSISSIPPI RIVER & THE PLT MADE A FORCED LANDING ON A RESIDENTIAL STREET. THE LEFT MAIN TANK CONTAINED 14 GALS OF FUEL & NO USABLE FUEL WAS IN THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 3267

12/27/82

NEW ORLEANS, LA

A/C Reg. No. N121BJ

Time (Lc1) - 1402 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3225 11/19/82 PLYMOUTH, MA A/C Reg. No. N9103J Time (Lcl) - 0945 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - DEMONSTRATION	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	2	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLYMOUTH MUNICIPAL
Wind Dir/Speed- 060/012 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Cloud Conditions(1st) - 2500 FT BROKEN	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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 5338
SE LAND, ME LAND	Months Since -	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 3500
		Instrument- 88
		Multi-Eng - 500
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD BEEN REPOSSESSED. THE PURPOSE OF THE FLIGHT WAS FOR THE PILOT TO DEMONSTRATE IT TO ONE OR BOTH OF THE OTHER OCCUPANTS. PRIOR TO THIS FLIGHT, THE AIRCRAFT HAD NOT BEEN FLOWN SINCE 5/20/82. DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 200 FT AGL. THE PILOT MADE A RIGHT TURN BACK TOWARD THE RUNWAY, BUT THE PLANE CRASHED IN A WOODED AREA BESIDE THE DEPARTURE END. IT WAS IN A STEEP RIGHT BANK DURING IMPACT WITH THE TREES. AFTER THE ACCIDENT, WATER WAS FOUND IN THE LEFT WIND TANK, FUEL SUMP AT THE ENGINE FIRE WALL, ELECTRIC FUEL PUMP AND ATTACHED LINES, ENGINE DRIVEN FUEL PUMP AND CARBURETOR. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT TANK. ALSO, THE ATTACH CABLE FOR THE RIGHT INBOARD SEAT BELT WAS FOUND BROKEN. SAMPLES OF THE SEAT BELT CABLES WERE TESTED ONE OF 3 SAMPLES FAILED AT 1570 LBS (THE OTHER 2 SAMPLES TESTED TO 2126 & 2174 LBS). CORROSION WAS FOUND ON THE WEAKER SAMPLE.

Brief of Accident (Continued)

File No. - 3225

11/19/82

PLYMOUTH, MA

A/C Reg. No. N9103J

Time (Lc1) - 0945 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3291 8/11/82 PORTER, ME A/C Reg. No. N2800T Time (Lc1) - 1325 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-SIGHTSEEING(NOT PART 135)	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-TAKEOFF		Pass 1	1	2	0

-----Aircraft Information-----

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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- 280/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 25000 FT BROKEN	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 - 36	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4305
SE LAND, ME LAND	Months Since -	Make/Model- 1641
	Aircraft Type - PA-44	Instrument- 63
		Multi-Eng - 59
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAKING OFF FROM A POND WHICH IS ABOUT 4,200 FT AT ITS LONGEST LENGTH. A POWER LINE EXTENDS ACROSS THE POND ABOUT 2,000 FT FROM THE SOUTH END. THE ACFT WAS OBSERVED TO TAKEOFF TO THE NORTH REMAINING ON THE WATER WHILE PASSING UNDER THE WIRES. THE ACFT CLIMBED SLOWLY & STRUCK 75 FT TREES AT THE NORTH EDGE OF THE POND. THE FLAPS WERE FOUND 30 DEG DOWN. THE FUEL SAMPLES WERE GOLD COLORED & SIMILAR TO AUTOMOTIVE GASOLINE IN APPEARANCE.

Brief of Accident (Continued)

File No. - 3291

8/11/82

PORTER, ME

A/C Reg. No. N2800T

Time (Lcl) - 1325 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. FLUID, FUEL GRADE - IMPROPER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3335 3/23/82 KALAMAZOO,MI A/C Reg. No. N6069C Time (Lcl) - 1903 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 65-A90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8800
No. of Seats - 8

Eng Make/Model - P & W PT6A-20
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 190/008 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4500 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

HAMILTON,OH

Destination

SOUTH BEND,IN

Airport Proximity

ON AIRPORT

Airport Data

KALAMAZOO

Runway Ident - 23

Runway Lth/Wid - 3925/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR FLT FOLLOWING

Type Apch/Lndg - CONTACT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - BE-90

Medical Certificate -

Flight Time (Hours)

Total - 11986

Make/Model- 1916

Instrument- 1300

Multi-Eng - 7736

Last 24 Hrs - 11

Last 30 Days- 0

Last 90 Days- 88

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HEARD A GRINDING NOISE WHEN HE ATTEMPTED TO LOWER THE LANDING GEAR. THE GEAR WOULD NOT EXTEND WITH EITHER THE NORMAL OR EMERGENCY SYSTEMS. THE ACFT LANDED WITH THE GEAR IN THE PARTIALLY EXTENDED POSITION. SUBSEQUENT TO EXAMINATION OF THE NOSE LANDING GEAR ACTUATOR BY THE MANUFACTURER, THE GEAR BOX FOR THE NOSE GEAR ACTUATOR WAS DISASSEMBLED. IT WAS STILL PACKED WITH GREASE. WHILE REMOVING THE MASS OF GREASE FROM AROUND THE DRIVE PINION GEAR, A SMALL NUT, FOREIGN TO THE INSIDE OF THE GEAR BOX, WAS FOUND BURIED, AND INVISIBLE, IN THE GREASE THAT WAS PACKED AROUND THE BEVELED GEARS. EXAMINATION OF THE NUT SHOWED INDENTATIONS OF TWO OPPOSITE SIDES. PLACEMENT OF THE NUT ON EITHER SIDE OF THE POINT WHERE BOTH BEVELED GEARS MET WOULD JAM THE ROTATION IN EITHER THE RETRACT OR EXTEND CYCLE. ON 12/23/77 THE GEAR ACTUATORS WERE REPLACED WITH REBUILT PARTS.

Brief of Accident (Continued)

File No. - 3335

3/23/82

KALAMAZOO, MI

A/C Reg. No. N6069C

Time (Lcl) - 1903 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
2. GEAR DOWN AND LOCKED - NOT POSSIBLE - 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 accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3306

3/23/82

JACKSON, MI

A/C Reg. No. N37174

Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage					
ON-DEMAND AIR TAXI	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, TRAINING	Fire	Crew	0	2	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 414	Eng Make/Model - CONTINENTAL TSIO-520-NB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 310 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	REYNOLDS MUNI
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5275/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 4500
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model - 57
		Instrument - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 310
		Multi-Eng - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPROXIMATELY 90K AFTER LIFTOFF FROM A TOUCH & GO THE COPILOT, WHO WAS FLYING FROM THE LEFT SEAT, INDICATED PROBLEMS WITH THE RIGHT ENG. THE PLT HAD BEEN OBSERVING TRUCKS ON THE RIGHT SIDE OF THE RWY. HE STATED THEY COULD HAVE SET IT BACK DOWN EXCEPT HE THOUGHT THEY MIGHT SWERVE INTO THE TRUCKS. HE WAS NOT SPECIFICALLY LOOKING AT THE INSTRUMENTS BECAUSE OF THE TRUCKS. HE TOOK CONTROL & THE ACFT SETTLED ADJACENT TO THE RWY & BURST INTO FLAMES. INSPECTION OF THE RIGHT ENG REVEALED ALL BUT ONE OF THE 12 SPARK PLUGS WERE SOOTY. THE PLUGS WERE INSTALLED IN A NEW ENGINE & THE ENG OBTAINED TAKEOFF RPM.

Brief of Accident (Continued)

File No. - 3306

3/23/82

JACKSON, MI

A/C Reg. No. N37174

Time (Lcl) - 0930 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. FLIGHT AND NAVIGATION INSTRUMENTS - INATTENTIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3297 8/23/82 ATHENS,MI A/C Reg. No. N2928H Time (Lcl) - 2012 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 65 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BATTLE CREEK,MI

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

DAVID'S STRIP

Runway Ident - 27

Runway Lth/Wid - 3200/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 293

Make/Model- 131

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- 9

Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDING ON RWY 27 WHICH HAS A 350 FT DISPLACED THRESHOLD DUE TO 24 FT HIGH POWER LINES ON THE APPROACH. A WITNESS STATED THE PLT WAS LOW & NARROWLY MISSED THE WIRES ON THE FIRST TOUCH & GO. DURING THE SECOND APPROACH THE PLT WAS NOTICEABLY LOWER & IT WAS OBVIOUS HE WAS GOING TO HIT THE WIRES. THERE WAS NO ATTEMPT TO MISS THE WIRES, NO POWER INCREASE & THE ACFT DID NOT PULL UP OR TAKE ANY EVASIVE MANEUVER. THE LANDING WAS BEING EXECUTED INTO THE SETTING SUN. THE PLT HAD LANDED AT THE PRIVATE FIELD ON PREVIOUS OCCASIONS.

Brief of Accident (Continued)

File No. - 3297

8/23/82

ATHENS, MI

A/C Reg. No. N2928H

Time (Lcl) - 2012 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - WIRE, TRANSMISSION(MARKED)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3260 11/19/82 EVART, MI A/C Reg. No. N6012H Time (Lcl) - 0940 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-201T	Eng Make/Model	- CONTINENTAL TS10-360-F	ELT Installed/Activated	- UNK/NR
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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - .750 SM</p> <p>Cloud Conditions(1st) - 350 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>GRAND RAPIDS, MI</p> <p>Destination</p> <p>LAKE CITY, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1118
SE LAND	Months Since -	Make/Model- 493
	Aircraft Type - UNK/NR	Instrument- 246
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT FLEW INTO TREES DURING LOW FLIGHT IN IMC WEATHER. THE PILOT HAD RECEIVED A WEATHER BRIEFING AND WAS INSTRUMENT RATED BUT WAS NOT ON AN IFR FLIGHT PLAN. IMC WEATHER WAS FORECAST FOR THE ROUTE PLANNED. HUNTERS HEARD THE AIRCRAFT FLY OVER AT A LOW ALTITUDE AND REV UP JUST PRIOR TO COLLISION WITH TREES.

Brief of Accident (Continued)

File No. - 3260

11/19/82

EVART,MI

A/C Reg. No. N6012H

Time (Lcl) - 0940 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

7. TERRAIN CONDITION - UPHILL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3374

9/24/82

MANKATO, MN

A/C Reg. No. N82717

Time (Lcl) - 2109 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew	1	1	1	0
Pass				

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-28-181

Eng Make/Model - LYCOMING O-360-A4M

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 010/009 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 1700 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

ALBERT LEA, MN

Destination

MANKATO, MN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MANKATO

Runway Ident - 33

Runway Lth/Wid - 5400/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

CONTACT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 80 Last 24 Hrs - 0

Make/Model- 8 Last 30 Days- 2

Instrument- 4 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1530 CDT, THE AIRCRAFT DEPARTED MATTOON, IL ON A FLIGHT TO MANKATO, MN. HOWEVER, THE PILOT LANDED AT ALBERT LEA, MN WHERE HE REFUELED AND TOPPED THE TANKS WITH 45.5 GAL OF FUEL. THE AIRCRAFT'S USABLE SUPPLY WAS 48 GAL. WHILE REFUELING, HE REPORTEDLY TOLD THE AIRPORT MANAGER THAT HE THOUGHT HE WAS AT MANKATO WHEN HE WAS LANDING AT ALBERT LEA. ALBERT LEA WAS ABOUT 42 MI FROM MANKATO. THE AIRPORT MANAGER STATED THAT THE PILOT LOOKED TIRED AND THAT HE (THE MANAGER) TRIED TO PRESUADE THE PILOT TO CONTINUE THE TRIP BY AUTOMOBILE. THE AIRCRAFT DEPARTED ALBERT LEA AT ABOUT 2050 CDT. A SHORT TIME LATER, THE PILOT CONTACTED MANKATO UNICOM AND WAS PROVIDED LANDING INFORMATION. DURING A NIGHT LANDING, THE AIRCRAFT STRUCK A POWER LINE ABOUT 65 FT AGL AND 4327 FT FROM THE RUNWAY, THEN NOSED OVER AND IMPACTED IN AN INVERTED ATTITUDE. THE TWO FRONT SEAT OCCUPANTS WERE FATALLY INJURED. TWO YOUNG CHILDREN IN THE BACK SEATS, BOTH IN CHILD RESTRAINT SEATS, SURVIVED, ONE WITH MINOR INJURIES. RWY VASI LGTS ON.

Brief of Accident (Continued)

File No. - 3374

9/24/82

MANKATO, MN

A/C Reg. No. N82717

Time (Lc1) - 2109 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

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) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3379 11/18/82 MOUNTAIN VIEW, MO A/C Reg. No. N2CA Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 551
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 8

Eng Make/Model - P&W JT15D-4
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 2500 LBS THRUST

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 150/006 KTS
Visibility - 1.000 SM
Cloud Conditions(1st) - 100 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ST. LOUIS, MO

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MOUNTAIN VIEW AIRPORT
Runway Ident - 28
Runway Lth/Wid - 4700/ 60
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3750
Make/Model- 1750
Instrument- UNK/NR
Last 24 Hrs - 1
Last 30 Days- 20
Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CALLED FROM HOME AT 0909 FOR AN IFR CLEARANCE WHICH BECAME VALID UNTIL 0930. HE SAID HE NEEDED 15 MIN TO GET TO THE ARPT. THE CALL ENDED AT 0914. THE CHIEF PLT PREFLIGHTED THE ACFT WHILE THE PLT WAS ENROUTE TO THE ARPT. THE PLT ARRIVED BETWEEN 0920 & 0925. AFTER ENPLANING & LOADING, HE MADE AN IMMEDIATE START & TAXIED A SHORT DISTANCE TO THE RWY. THE CHIEF PLT NOTED THAT APRX 2 MIN HAD ELAPSED FROM THE ENG START UNTIL THE TAKEOFF ROLL WAS STARTED. UP TO 3 MIN WAS NEEDED FOR THE GYRO TO BE UP TO SPEED AFTER THE GENERATOR HAD BEEN SELECTED. WITNESSES STATED THAT THE CEILING WAS BETWEEN 20-100 FT & THE VISIBILITY WAS REDUCED BY FOG. THE ACFT TOOK OFF AT 0930. AT 0934 NOTIFICATION WAS RECEIVED THAT THE ACFT HAD CRASHED. IT IMPACTED 1.75 MI NORTH OF THE ARPT IN ABOUT A 30 DEG NOSE DOWN, 90 DEG LEFT BANK ATTITUDE. NO PREIMPACT FAILURES WERE FOUND. THE CHIEF PLT STATED THERE WERE NO MECHANICAL DEFICIENCIES ON THE PREVIOUS FLT, BUT HE NOTED THAT SOME AVIONICS HAD BEEN SLOW TO WARM UP. ALSO THAT THE PLT HAD PREVIOUSLY USED THE COPLT'S HSI DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 3379

11/18/82

MOUNTAIN VIEW,MO

A/C Reg. No. N2CA

Time (Lcl) - 0930 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. FLIGHT/NAV INSTRUMENTS, HORIZ SITUATION IND(HSI) - NOT OPERATING
4. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3304 12/04/82 KANSAS CITY,MO A/C Reg. No. N4094L Time (Lcl) - 1541 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 340

Eng Make/Model - CONTINENTAL TSIO-520N

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 2800

Engine Type - RECIP - FUEL INJECTED

Weather Radar - YES

No. of Seats - 6

Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 050/008 KTS

Visibility - .125 SM

Cloud Conditions(1st) - 100 FT INDEFINITE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GREAT FALLS,MT

Destination

OLATHE,KS

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - ILS - COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KANSAS CITY INT'L AIRPORT

Runway Ident - 01

Runway Lth/Wid - 10801/ 150

Runway Surface - CONCRETE

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 857

Make/Model- 11

Instrument- 193

Multi-Eng - 224

Last 24 Hrs - 5

Last 30 Days- 5

Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LISTED A TOTAL FUEL ENDURANCE OF 5+30 ON HIS FLT PLAN & A TOTAL OF 182 GALS AT TAKEOFF ON HIS PLT/OPERATOR ACCIDENT REPORT. THE TOTAL ACFT FUEL CAPACITY IS 162 GALS. THE FLT DEPARTED A 1055. AT 1527 THE PLT RECEIVED DESTINATION WX OF CEILING INDEFINITE 100 FT SKY OBSCURED VISIBILITY 1/8 MI IN FOG. THE PLT STATED HE UNDERSTOOD THE VISIBILITY AS 18 MI & SHOT AN APPROACH TO JOHNSON COUNTY EXEC ARPT. AT 1532 HE DECLARED A MISSED APCH & ADVISED KANSAS CITY APPROACH HE WAS LOW ON FUEL. HE WAS CLEARED FOR AN APPROACH TO KANSAS CITY INTL ARPT. AT 1541 THE PLT ADVISED THAT BOTH ENGS HAD FAILED. THE ACFT IMPACTED THE GROUND ABOUT 1 MI SHORT OF THE ARPT. THERE IS NO EVIDENCE THAT THE PLT OBTAINED ENROUTE WX BRIEFINGS FOR WX CONDITIONS AT JOHNSON COUNTY EXEC ARPT. WX OBSERVATIONS AT & AFTER 0754 REPORTED WX BELOW THE LANDING MINIMUM REQUIRED FOR AN INSTRUMENT APCH TO THE ARPT. THERE WAS NO EVIDENCE OF FUEL FOUND IN ANY OF THE ACFT'S FIVE FUEL TANKS.

Brief of Accident (Continued)

File No. - 3304

12/04/82

KANSAS CITY, MO

A/C Reg. No. N4094L

Time (Lcl) - 1541 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FUEL SUPPLY - NOT UNDERSTOOD - PILOT IN COMMAND
 2. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 4. INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
 5. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3262 5/23/82 PETTIBOIS ISLAND,MS A/C Reg. No. N9196A Time (Lcl) - 1710 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 170A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 8.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MOSS POINT,MS
Destination
PASCAGOULA,MS

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 680 Last 24 Hrs - 0
Make/Model- 463 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LANDED SAFELY ON AN ISLAND AFTER NOTICING THAT THE ENGINE COWLING STARTED TO WORK LOOSE.
HE SUCCESSFULLY REPAIRED THE PROBLEM BUT NOSED OVER ON THE SANDY SURFACE DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 3262

5/23/82

PETTIBOIS ISLAND,MS

A/C Reg. No. N9196A

Time (Lcl) - 1710 CDT

Occurrence

NOSE OVER

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SAND BAR

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3294 12/09/82 HOLLY SPRINGS,MS A/C Reg. No. N9115S Time (Lc1) - 1650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1

-----Aircraft Information-----

Make/Model - BEECH A-36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 050/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 1100 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DUSK

Itinerary

Last Departure Point
HICKORY,NC
Destination
OLIVE BRANCH,MS

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARSHAL COUNTY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2075 Last 24 Hrs - 5
Make/Model - 750 Last 30 Days- UNK/NR
Instrument- 105 Last 90 Days- 125
Multi-Eng - 1150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS AT 4,000 FT IN CRUISE FLIGHT WHEN THE ENG FAILED. THE ACFT CRASHED 1/4 MI SHORT OF AN ARPT. THE RIGHT WING BLADDER WAS COMPLETELY TORN IN TWO & THE LEFT WING BLADDER CONTAINED A MINUTE AMOUNT OF FUEL. THERE WAS REPORTEDLY A LOT OF FUEL SPILLAGE AT THE SCENE. THE FUEL SELECTOR WAS IN THE OFF POSITION. THE PLT STATED HE COULD NOT REMEMBER IF HE SWITCHED TANKS OR NOT.

Brief of Accident (Continued)

File No. - 3294

12/09/82

HOLLY SPRINGS,MS

A/C Reg. No. N9115S

Time (Lc1) - 1650 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3282 7/09/82 BILLINGS, MT A/C Reg. No. N5356P Time (Lcl) - 0819 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CASPER, WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GREAT FALLS, MT	BILLINGS-LOGAN INTL
Wind Dir/Speed- 250/009 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5704/ 150
Cloud Conditions(1st) - 400 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 1000 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3320
SE LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - PA-24	Make/Model- 370
		Instrument- 204
		Last 30 Days- 1
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DECIDED TO LAND ENROUTE DUE WX. AT 0803 HE CONTACTED BILLINGS FSS & WAS ADVISED BILLINGS WX WAS 5,000 FT BROKEN. AT 0809 HE CALLED BILLINGS APPROACH CONTROL (A/C) & ADVISED HE WAS 20 MI FOR LANDING. ENROUTE TO ARPT HE WAS UNABLE TO LOCATE THE ARPT DUE WX UNTIL 0818 WHEN TOWER CLEARED TO LAND ON RWY 4. THE ACFT TOUCHED DOWN ABOUT 2/3 DOWN THE RWY, SKIDDED OFF THE RWY TO A POINT WHERE THE GROUND DROPS OFF ABRUPTLY. THE ACFT WAS THEN AIRBORNE FOR ANOTHER 130 FT BEFORE IMPACTING THE GROUND IN A NEAR VERTICAL ATTITUDE. AT NO TIME DURING THE RAPIDLY DETERIORATING WX CONDITIONS WERE SPECIAL WX OBSERVATIONS TAKEN. DURING THE APPROACH THE PLT WAS INSTRUCTED TO DESCEND TO 4,000 FT. THE ARPT ELEVATION IS 3,649 FT. THE PLT NEVER MENTIONED HE HAD RECEIVED THE ATIS INFO WHICH INDICATED WINDS FROM THE SW, NOR DID A/C OR THE TOWER ADVISE THE PLT OF THE DOWNWIND CONDITIONS.

Brief of Accident (Continued)

File No. - 3282

7/09/82

BILLINGS,MT

A/C Reg. No. N5356P

Time (Lcl) - 0819 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER OBSERVATION - NOT PERFORMED - NWS PERSONNEL
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. ARTCC SERVICE - INADEQUATE - ATC PERSONNEL(DEP/APCH)
7. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)

Occurrence #2 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. WEATHER CONDITION - UNFAVORABLE WIND
9. WEATHER CONDITION - TAILWIND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3287 9/16/82 DIVIDE, MT A/C Reg. No. N49816 Time (Lcl) - 1320 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -MANEUVERING							

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BUTTE, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 5000 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 268
SE LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 1
		Instrument- 55
		Last 30 Days- 1
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED & CRASHED ON THE SIDE OF A RIDGE. THE PLT WAS DESCRIBED AS AN AVID OUTDOORSMAN, SPORTSMAN & HUNTER. ACCORDING TO LOCAL RESIDENTS NEAR THE CRASH SITE, THE AREA IS WELL POPULATED WITH LARGE & SMALL GAME. DENSITY ALTITUDE WAS COMPUTED TO BE 6,191 FT. THE PLT HAD FLOWN THE C-152 ONLY ONCE, ON 7/5/80, BEFORE THE ACCIDENT AT WHICH TIME HE LOGGED 0.9 HRS OF DUAL. HOWEVER HE HAD ALSO LOGGED 54.2 HRS IN THE C-150. THE LAST TIME THE PLT HAD FLOWN THE C-150 WAS ON 11/2/80.

Brief of Accident (Continued)

File No. - 3287

9/16/82

DIVIDE,MT

A/C Reg. No. N49816

Time (Lcl) - 1320 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 7. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3311 10/14/82 CHOTEAU.MT

A/C Reg. No. N2231B

Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	2	0	0	0
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - LUSCOMBE T-8F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 80.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHOTEAU
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL.CFI
SE LAND,ME LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2126
Make/Model- 4
Instrument- UNK/NR
Multi-Eng - 1126
Last 24 Hrs - 0
Last 30 Days- 27
Last 90 Days- 61
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC WAS A DESIGNATED PILOT EXAMINER. THE PURPOSE OF THE FLT WAS TO GIVE THE PIC OPPORTUNITY TO FLY THE ACFT FROM THE REAR SEAT AS HE WAS PLANNING TO GIVE FLT INSTRUCTION IN THE ACFT IN THE NEAR FUTURE. AS FAR AS COULD BE DETERMINED, THE PIC HAD NEVER FLOWN THE ACFT FROM THE REAR SEAT. THE ACFT IMPACTED THE GROUND IN A FLAT SPIN.

Brief of Accident (Continued)

File No. - 3311

10/14/82

CHOTEAU, MT

A/C Reg. No. N2231B

Time (Lc1) - UNK/NR

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3310 12/03/82 GULF OF MEXICO, MX A/C Reg. No. N2252Z Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	DESTROYED		Fatal	Injuries	
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	2	0	0
Accident Occurred During -APPROACH				0	0
					1
					1

-----Aircraft Information-----

Make/Model - BELL 206L1	Eng Make/Model - ALLISON 250C28	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2000	Engine Type - TURBOSHAFT	Weather Radar - NO	
No. of Seats - 6	Rated Power - 435 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	W. CAMERON #199, GM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	W. CAMERON #180A, GM	Runway Ident - N/A
Wind Dir/Speed- 200/035 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - 1000 FT OVERCAST	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2083
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - B-206	Make/Model- 387
		Instrument- 317
		Multi-Eng - 50
		Last 30 Days- UNK/NR
		Last 90 Days- 110
		Rotorcraft - 1933

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT THE ACFT WAS HIGHER THAN HE INTENDED TO BE OVER THE PLATFORM & HAD SET UP A RIGHT DOWNWIND APCH. HE HAD TROUBLE KEEPING UP THE GROUND TRACK DUE TO STRONG GUSTY WINDS. HE WAS ALMOST OVER THE PLATFORM & MADE A LARGE CORRECTION & BEGAN LETTING DOWN. THE TURN TO FINAL APPROACH WAS LARGER THAN 180 DEG. AS HE WAS APPROACHING AT ABOUT 300 FT, 60 MPH & GETTING READY TO ARM THE FLOATS, THE ACFT BEGAN A SUDDEN RATE OF DESCENT. FULL COLLECTIVE WAS INEFFECTIVE IN STOPPING THE SETTLING & THE ACFT STRUCK THE WATER & CAPSIZED WITHOUT THE POP-OUT FLOATS BEING INFLATED. COMPANY FLIGHT OPERATIONS PERSONNEL STATED THAT THE APPROACH AS FLOWN BY THE PLT WAS NOT ACCORDING TO THEIR NORMAL OPERATING PROCEDURES.

Brief of Accident (Continued)

File No. - 3310

12/03/82

GULF OF MEXICO, MX

A/C Reg. No. N2252Z

Time (Lcl) - 0900 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - RAIN
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - GUSTS
 5. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 6. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 7. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - NOT ENGAGED
 9. LANDING GEAR - NOT SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3394 3/06/82 TAYLORVILLE, NC A/C Reg. No. N9783J Time (Lcl) - 1725 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor
Accident Occurred During -LANDING			0	2	0
					None
					0
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AKRON, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	
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) - 1000 FT SCATTERED	Type of Clearance - RADAR ADVISORIES	Runway Surface - N/A
Cloud Conditions(2nd) - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 412
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 135
		Last 30 Days- 3
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED AKRON, NY AT 1154 EST ON A FLIGHT TO CHARLOTTE, NC. TOWARD LATE AFTERNOON, AS THE SUN BEGAN TO SET, ONE OF THE PASSENGERS (THE PILOT'S DAUGHTER), INFORMED THE PILOT THAT THE AIRCRAFT WAS GETTING LOW ON FUEL. HE DIVERTED TOWARD AN AIRPORT, BUT BEFORE ARRIVING, THE ENGINE LOST POWER AND THE AIRCRAFT CRASHED DURING AN EMERGENCY LANDING. AN EXAMINATION OF THE FUEL SYSTEM REVEALED NO INDICATION OF A FUEL LEAK. THE ENGINE WAS EXAMINED AND NO PREEXISTING MALFUNCTIONS WERE NOTED. REPORTELY, THE AIRCRAFT HAD BEEN SERVICE WITH A FULL LOAD OF FUEL (50 GAL CAPACITY) BEFORE TAKEOFF. IT HAD BEEN OPERATED FOR 5 HRS AND 24 MIN BEFORE CRASHING. THE PERFORMANCE CHARTS SHOWED THAT IT WOULD CRUISE ABOUT 5 HRS AT 75% POWER OR ABOUT 6.8 HRS AT 55% POWER.

Brief of Accident (Continued)

File No. - 3394

3/06/82

TAYLORVILLE, NC

A/C Reg. No. N9783J

Time (Lc1) - 1725 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DUSK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3384 6/30/82 HENDERSONVILLE, NC A/C Reg. No. N1750Q Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL - DUAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	1	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150L	Eng Make/Model	- LYCOMING O-320-E2A	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	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">GREENVILLE, SC</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;">HENDERSONVILLE-WINKLER</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3200/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2576
SE LAND,ME LAND	Months Since -	Make/Model- 318
	Aircraft Type - UNK/NR	Instrument- 182
		Multi-Eng - 80
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE ENGINE POWER WAS NORMAL DURING THE ENGINE RUN-UP, GROUND ROLL AND LIFT-OFF. HOWEVER, SHORTLY AFTER TAKEOFF AT AN ALTITUDE OF ABOUT 250 FT AGL, THE ENGINE COUGHED, SPUTTERED AND LOST POWER. AT ABOUT THE SAME TIME, TWO WITNESSES NOTICED THAT THE AIRCRAFT SUDDENLY STARTED TO TRAIL BLACK SMOKE. THE INSTRUCTOR PILOT ASSUMED CONTROL OF THE AIRCRAFT AND ATTEMPTED TO TURN BACK AND LAND ON THE RUNWAY. HOWEVER, HE DID NOT HAVE ENOUGH ALTITUDE. THE AIRCRAFT CRASHED ABOUT .2 MI SHORT OF THE RUNWAY. DURING AN INVESTIGATION, AUTOMOTIVE TYPE FUEL WAS FOUND IN THE AIRCRAFT. THERE WAS SOME DAMAGE TO ONE SPARK PLUG, A ROCKER BOX COVER AND A MAGNETO HARNESS. THESE WERE REPLACED AND AN ENGINE RUN-UP WAS ACCOMPLISHED. THE RUN-UP WAS NORMAL EXCEPT FOR THE FUEL FLOW. AT 2665 RPM, THE FLOW WAS 61.5 PPH, BUT THE SPECIFICATION CALLED FOR 78 PPH.

Brief of Accident (Continued)

File No. - 3384

6/30/82

HENDERSONVILLE, NC

A/C Reg. No. N1750Q

Time (Lcl) - 1800 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. FLUID, FUEL - IMPROPER
 3. MAINTENANCE, SERVICE OF AIRCRAFT - INTENTIONAL -
 4. FUEL SYSTEM, CARBURETOR - OTHER
 5. MAINTENANCE, ADJUSTMENT - INTENTIONAL - COMPANY/OPERATOR MGMT
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3232 7/24/82 SYLVA, NC A/C Reg. No. N6648X Time (Lcl) - 0600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH B-60	Eng Make/Model - LYCOMING TIO-541E1C4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6775	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 380 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	MOREHEAD CITY, NC	JACKSON COUNTY
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3400/ 75
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 5000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 7264
SE LAND, ME LAND	Months Since -	Make/Model- 440
	Aircraft Type - B-60	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED DURING TAKEOFF AFTER THE PILOT REPORTED A LOSS OF POWER ON THE LEFT ENGINE. THE AIRCRAFT SLID TO A STOP ABOUT 600 FEET SOUTHEAST OF THE DEPARTURE END OF RUNWAY 32. THE PILOTS STATEMENT AND PHYSICAL EVIDENCE DO NOT CORRELATE. THE PROP MARKS ON THE RUNWAY AND THE SCRATCHES ON THE FUSELAGE INDICATE BOTH ENGINES WERE WORKING AND THAT THE PROBLEM WAS PREMATURE RETRACTION OF THE LANDING GEAR ALLOWING THE AIRCRAFT TO SETTLE AND STRIKE THE RUNWAY.

Brief of Accident (Continued)

File No. - 3232

7/24/82

SYLVA, NC

A/C Reg. No. N6648X

Time (Lc1) - 0600 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - RUNWAY
 2. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
-

Occurrence #2 FIRE
Phase of Operation TAKEOFF

Finding(s)

3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3388 8/08/82 WRIGHTSVILLE BCH,NC A/C Reg. No. N4265P Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - HUGHES 369HS	Eng Make/Model - ALLISON 250-C18A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2400	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 4	Rated Power - 278 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2600
SE LAND,ME LAND	Months Since -	Make/Model- 265
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 60
		Multi-Eng - 200
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Rotorcraft - 600

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE INITIATED A DOWNWIND TAKEOFF IN A 10 KT WIND AND STARTED A CLIMB OVER WATER. REPORTEDLY, THE HELICOPTER BEGAN TO SPIN TO THE RIGHT AS IT REACHED AN ALTITUDE OF ABOUT 50 FT AGL AND 20 KTS. THE PILOT ALLOWED THE HELICOPTER TO ROTATE UNTIL HE REACHED A LANDFALL, SOME 200 TO 500 FT AWAY. THEN HE MADE AN AUTOROTATIVE LANDING INTO A MARSHY AREA. WHILE LANDING, THE HELICOPTER SETTLED ON ITS RIGHT SIDE AND WAS SUBSTANTIALLY DAMAGED. A WITNESS STATED THAT THE TAKEOFF APPEARED NORMAL UNTIL THE HELICOPTER BEGAN TO SPIN. AN EXAMINATION OF THE TAIL ROTOR DRIVE SHAFT, TRANSMISSION, MAIN ROTOR, TAIL ROTOR CONTROLS AND TAIL ROTOR GEAR BOX FAILED TO REVEAL ANY PREIMPACT MALFUNCTION. ACCORDING TO PERFORMANCE CHARTS, THE HELICOPTER SHOULD HAVE BEEN CONTROLLABLE FOR EITHER TAKEOFF OR HOVER IN THE PREVAILING CONDITIONS. THE AIR TEMPERATURE WAS REPORTED TO BE 95 DEG.

Brief of Accident (Continued)

File No. - 3388

8/08/82

WRIGHTSVILLE BCH, NC

A/C Reg. No. N4265P

Time (Lcl) - 1845 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3280 8/29/82 STATE ROAD, NC A/C Reg. No. N38231 Time (Lc1) - 1718 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TS10-360-FB1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. LOUIS, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WINSTON SALEM, NC	ELKIN MUNICIPAL
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Cloud Conditions(1st) - 12000 FT OVERCAST	Type of Clearance - VFR FLT FOLLOWING	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 393
SE LAND	Months Since -	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 332
		Instrument- 95
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED HIS ENGINE HAD QUIT. ARTCC ADVISED THE PLT THAT THE NEAREST ARPT WAS ELKING AT 12 MI. SEVERAL MINUTES LATER HE REPORTED THAT HE DIDN'T THINK HE COULD MAKE THE ARPT & WAS GOING TO LOOK FOR A FIELD. WITNESSES OBSERVED THE LANDING GEAR DOWN ABOUT 1 MI FROM THE CRASH SITE. THE ACFT CRASHED INTO TREES ABOUT 300 FT FROM A PLOWED FIELD. OTHER FIELDS WERE IN THE VICINITY OF THE CRASH SITE. THE PLT'S SHOULDER HARNESS WAS STOWED. THE LEFT TANK WAS RUPTURED & EMPTY. PERSONNEL AT THE WRECKAGE REPORTED A STRONG ODOR OF FUEL. THE RIGHT TANK CONTAINED ABOUT 1 INCH OF FUEL. FUEL STAINS WERE FOUND ON THE LEFT SIDE OF THE UPPER ENGINE CASE SUPPLY LINE FITTING AT THE FUEL MANIFOLD VALVE. FUEL STAINS WERE ALSO NOTED FORWARD OF THE RUBBER COUPLING THAT JOINS THE TURBOCHARGER COMPRESSED AIR LINE TO THE UPSTREAM (AFT) END OF THE THROTTLE BODY.

Brief of Accident (Continued)

File No. - 3280

8/29/82

STATE ROAD, NC

A/C Reg. No. N38231

Time (Lc1) - 1718 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. UNDETERMINED
3. FUEL SYSTEM, LINE FITTING - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - WIRE, TRANSMISSION
6. OBJECT - TREE(S)
7. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
8. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3257 11/13/82 PLYMOUTH, NC A/C Reg. No. N4411W Time (Lcl) - 0820 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 411A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTIO-520-C ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO
Rated Power - 340 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - 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
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 01
Runway Lth/Wid - 3225/ 90
Runway Surface - GRASS/TURF
Runway Status - WET
WATER COVERED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED A TAKEOFF ON A WET TURF RUNWAY AND LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT LEFT THE RUNWAY AND COLLIDED WITH TREES. SOMETIME LATER THE AIRCRAFT CAUGHT FIRE. THE PILOT DID NOT CUT THE SWITCHES OFF. THE ORIGIN OR DESTINATION OF THE FLIGHT IS UNKNOWN AND THE OWNER HAS NOT BEEN LOCATED.

Brief of Accident (Continued)

File No. - 3257

11/13/82

PLYMOUTH, NC

A/C Reg. No. N4411W

Time (Lcl) - 0820 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WET
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3288 7/29/82 MEDORA,ND

A/C Reg. No. N4202S

Time (Lcl) - 1227 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -SIGHTSEEING(NOT PART 135)
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	3	1	0

-----Aircraft Information-----

Make/Model - ENSTROM F-280
Landing Gear - SKID
Max Gross Wt - 2150
No. of Seats - 3

Eng Make/Model - LYCOMING HTD-360-C1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - CONTACT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE HELIPAD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
HELICOPTER

Age - 44
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - ENSTROM

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 670
Make/Model- 600
Instrument- 0
Last 24 Hrs - 7
Last 30 Days- 60
Last 90 Days- 100
Rotorcraft - 670

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT THE PLT NOTICED THAT ENG RPM WAS ABOUT 500 OVER ROTOR RPM. THE ACFT CRASHED DURING AN UNSUCCESSFUL AUTOROTATION. THE OVERRUNNING CLUTCH LINKAGE & CLUTCH WAS FOUND IN THE DISENGAED POSITION. A SUCCESSFUL AUTOROTATION REQUIRES THAT THE COLLECTIVE CONTROL LEVER BE PLACED IN THE FULL DOWN POSITION & THE HELICOPTER POSITIONED IN A DESCENT SO AS TO MAINTAIN APPROXIMATELY 60 MPH FORWARD AIRSPEED & THE M/R BLADE SPEED KEPT WITHIN THE GREEN ARC ON THE TACHOMETER.

Brief of Accident (Continued)

File No. - 3288

7/29/82

MEDORA,ND

A/C Reg. No. N4202S

Time (Lcl) - 1227 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - DISABLED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. COLLECTIVE - ATTEMPTED - PILOT IN COMMAND
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3248 11/08/82 NORFOLK,NE A/C Reg. No. N715GA Time (Lcl) - 2340 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			1	0	1	0

-----Aircraft Information-----

Make/Model	- GRUMMAN AMERICAN GA-7	Eng Make/Model	- LYCOMING O-320-D1D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LINCOLN,NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NORFOLK,NE	KARL STEFAN MEM'L.
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Ident - 31
Visibility - .600 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5820/ 150
Cloud Conditions(1st) - 200 FT OBSCURED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VORTAC	Runway Status - WET
Obstructions to Vision- FOG		WATER COVERED
Precipitation - DRIZZLE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1927
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 196
		Last 30 Days- UNK/NR
		Instrument- 163
		Last 90 Days- 193
		Multi-Eng - 1325

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES AND CRASHED IN AN OPEN MEADOW DURING AN INSTRUMENT APPROACH AT NIGHT. THE PILOT SAID THE LANDING LIGHTS REFLECTED IN HIS EYES DURING APPROACH SO HE TURNED THEM OFF. THE PILOT FAILED TO OBTAIN THE LATEST WEATHER BEFORE HIS APPROACH. THE WEATHER WAS BELOW MINIMUMS FOR THE APPROACH. HE DESCENDED BELOW HIS MDA AND WAS CLIMBING BACK TO MDA WHEN COLLISION OCCURRED.

Brief of Accident (Continued)

File No. - 3248

11/08/82

NORFOLK,NE

A/C Reg. No. N715GA

Time (Lcl) - 2340 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3382 11/20/82 LIVINGSTON,NJ A/C Reg. No. N3827C Time (Lcl) - 1614 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -FERRY	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -APPROACH		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 560E	Eng Make/Model - LYCOMING GO-480-G1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 295 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BLAIRSTOWN,NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TETERSBORO,NJ	Runway Ident - N/A
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 4000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 20000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 730
ME LAND,SE LAND	Months Since -	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AERO COMMANDER 560E, N3827C (27C), WAS RETURNING FROM BLAIRSTOWN WHERE IT HAD BEEN FLOWN FOR MINOR MAINT. THE PLT WAS ON AN IFR FLT PLAN, CLEARED BY NEW YORK TRACON TO PROCEED AT 2000 FT MSL ON A RADAR VECTOR OF 170 DEG FOR AN ILS APCH TO THE TETERBORO ARPT. THE ACFT WAS EQUIPPED WITH AN ALT ENCODING TRANSPONDER THAT WAS BEING USED. THE PLT WAS ADVISED OF NUMEROUS TARGETS AT HIS 12 O'CLOCK POSITION. AT APRX THE SAME TIME, CESSNA 182Q, N96402 (402), WAS ON A FLT FROM THE KUPPER ARPT TO RAMAPO ARPT. A DIRECT ROUTE BETWEEN THESE ARPTS WOULD HAVE INTERSECTED THE NW EDGE OF THE NEW YORK TCA WHERE POSITIVE CONTROL BEGAN BETWEEN 1800 & 7000 FT MSL. THE PLT WAS PROCEEDING VFR WITH NO FLT PLAN & WAS NOT IN RADIO COMM WITH ANY ATC FACILITY. 402 WAS EQUIPPED WITH A TRANSPONDER THAT WAS OPERATING, BUT HAD NO ALT ENCODING CAPABILITY. AS THE ACFT CONVERGED, 402 WAS ON A NORTHEASTERLY HEADING. THE PLANES COLLIDED ABOUT 1 MI INSIDE THE TCA. THEN IMPACTED THE GROUND APRX 1500 FT APART. A MAP WAS FOUND IN 402 WITH A LINE DRAWN BETWEEN THE ARPTS & INTERSECTING THE TCA.

Brief of Accident (Continued)

File No. - 3382

11/20/82

LIVINGSTON, NJ

A/C Reg. No. N3827C

Time (Lcl) - 1614 EST

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. AIR/GROUND COMMUNICATIONS - NOT ATTAINED - PILOT OF OTHER AIRCRAFT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
3. TRAFFIC ADVISORY - NOT OBTAINED - PILOT OF OTHER AIRCRAFT
4. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - ATC PERSONNEL(DEP/APCH)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3382 11/20/82 LIVINGSTON,NJ A/C Reg. No. N96402 Time (Lcl) - 1614 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 030/004 KTS

Visibility - 9.0 SM

Cloud Conditions(1st) - 4000 FT BROKEN

Cloud Conditions(2nd) - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MANVILLE,NJ

Destination

SPRING VALLEY,NJ

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 248

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AERO COMMANDER 560E, N3827C (27C), WAS RETURNING FROM BLAIRSTOWN WHERE IT HAD BEEN FLOWN FOR MINOR MAINT. THE PLT WAS ON AN IFR FLT PLAN, CLEARED BY NEW YORK TRACON TO PROCEED AT 2000 FT MSL ON A RADAR VECTOR OF 170 DEG FOR AN ILS APCH TO THE TETERBORO ARPT. THE ACFT WAS EQUIPPED WITH AN ALT ENCODING TRANSPONDER THAT WAS BEING USED. THE PLT WAS ADVISED OF NUMEROUS TARGETS AT HIS 12 O'CLOCK POSITION. AT APRX THE SAME TIME, CESSNA 182Q, N96402 (402), WAS ON A FLT FROM THE KUPPER ARPT TO RAMAPO ARPT. A DIRECT ROUTE BETWEEN THESE ARPTS WOULD HAVE INTERSECTED THE NW EDGE OF THE NEW YORK TCA WHERE POSITIVE CONTROL BEGAN BETWEEN 1800 & 7000 FT MSL. THE PLT WAS PROCEEDING VFR WITH NO FLT PLAN & WAS NOT IN RADIO COMM WITH ANY ATC FACILITY. 402 WAS EQUIPPED WITH A TRANSPONDER THAT WAS OPERATING, BUT HAD NO ALT ENCODING CAPABILITY. AS THE ACFT CONVERGED, 402 WAS ON A NORTHEASTERLY HEADING. THE PLANES COLLIDED ABOUT 1 MI INSIDE THE TCA. THEN IMPACTED THE GROUND APRX 1500 FT APART. A MAP WAS FOUND IN 402 WITH A LINE DRAWN BETWEEN THE ARPTS & INTERSECTING THE TCA.

Brief of Accident (Continued)

File No. - 3382

11/20/82

LIVINGSTON,NJ

A/C Reg. No. N96402

Time (Lc1) - 1614 EST

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIR/GROUND COMMUNICATIONS - NOT ATTAINED - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. TRAFFIC ADVISORY - NOT OBTAINED - PILOT IN COMMAND
4. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - ATC PERSONNEL(DEP/APCH)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3356 12/18/82 RINGWOOD,NJ

A/C Reg. No. N92612

Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 010/009 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 3000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
ROCKLAND,ME
Destination
SOMERVILLE,NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-182N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2219
Make/Model- 1887
Instrument- UNK/NR
Last 24 Hrs - 5
Last 30 Days- 12
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DECLARED AN EMERGENCY DUE TO POWER LOSS & THE ACFT CRASHED INTO A RESERVOIR. ENGINE EXAMINATION DISCLOSED NUMEROUS PIECES OF THE INDUCTION AIR FILTER THROUGHOUT THE ENGINE. FILTER PAPER WAS FOUND LODGED BETWEEN THE INTAKE VALVE & VALVE SEAT OF THE #5 CYLINDER, THE THROAT OF THE CARBURETOR VENTURI WAS ALMOST COMPLETELY BLOCKED BY PIECES OF THE FILTER PAPER, PAPER FRAGMENTS DROPPED FROM THE #4 CYLINDER INTAKE PORT, & SEVERAL PAPER FRAGMENTS WERE FOUND IN THE OIL SUMP. LITTLE OF THE PAPER ELEMENT REMAINED INSIDE OF THE AIR FILTER FRAME & THE PAPER THAT DID REMAIN WAS MARKEDLY DISCOLORED. APPROXIMATELY 1,100 HRS WERE ACCUMULATED BY THE FILTER SINCE ITS INSTALLATION NEARLY 10 YRS PRIOR. CESSNA RECOMMENDS THAT THE FILTER BE REPLACED EACH 500 HRS OF OPERATION.

Brief of Accident (Continued)

File No. - 3356

12/18/82

RINGWOOD,NJ

A/C Reg. No. N92612

Time (Lc1) - 1730 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, RAM AIR - LIFE EXPIRED
2. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, RAM AIR - DISINTEGRATED
4. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - WATER, GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3327 5/12/82 CARLSBAD, NM A/C Reg. No. N9789S Time (Lcl) - 2130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-DEMONSTRATION	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	2	0	0	0
Accident Occurred During	-LANDING	ON GROUND	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- GULFSTREAM AMERICAN 980(695)	Eng Make/Model	- AIRESEARCH TPE-331-501K	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10375	Engine Type	- TURBOPROP	Weather Radar	- YES
No. of Seats	- 7	Rated Power	- 733 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	OKLAHOMA CITY, OK	CAVERN CITY
Wind Dir/Speed	- 280/021 KTS	ATC/Airspace	Runway Ident
Visibility	- 9.0 SM	Type of Flight Plan	- UNK/NR
Cloud Conditions(1st)	- NONE	Type of Clearance	- UNK/NR
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total - 7000
SE LAND, ME LAND, SE SEA	Months Since	- UNK/NR	Make/Model - 35
	Aircraft Type	- UNK/NR	Instrument - UNK/NR
			Multi-Eng - UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ABOUT 1/2 MI SW OF THE DEPARTURE END OF RWY 32L. THE RWY HAD BEEN ILLUMINATED AT THE TIME OF TAKEOFF WITH THE ACFT MAKING A LEFT TURN INTO AN AREA THAT WAS NOT ILLUMINATED TOWARD THE MOUNTAINS. IT WAS A VERY DARK NIGHT WITH AN INDISTINGUISHABLE HORIZON SOUTHWESTWARD TOWARD THE HIGHER MOUNTAINS. THERE WERE TWO BRIGHTLY LIT SOFTBALL COMPLEXES LOCATED TO THE NORTH TOWARD THE CITY. A WEATHER STUDY INDICATED PROBABLE MODERATE TO SEVERE TURBULENCE & UP & DOWN DRAFTS BELOW 7,000 FT MSL, & LIGHT TO MODERATE WIND SHEAR FROM THE SURFACE UP TO 300 FT AGL. A WITNESS WHO SAW THE FIREBALL STATED SHE HAD LOST CONTROL OF HER CAR BECAUSE A GUST OF WIND PUSHED HER CAR INTO THE OTHER LANE OF TRAFFIC.

Brief of Accident (Continued)

File No. - 3327

5/12/82

CARLSBAD,NM

A/C Reg. No. N9789S

Time (Lc1) - 2130 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - WINDSHEAR
8. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3213 10/02/82 ALBUQUERQUE,NM A/C Reg. No. N4068K Time (Lcl) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	NONE		Fatal		Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	1	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - N/A	Weather Radar - NO	
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN.PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - 37	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 702
SE LAND	Months Since -	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 53
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 23

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON LANDED IN HIGH WINDS AND WAS DRAGGED BY THE ENVELOPE FOR ABOUT 150 YARDS. WHILE THE GONDOLA WAS BEING DRAGGED A PASSENGERS BOOT GOT CAUGHT AND TWISTED HIS LEG SO THAT BOTH BONES WERE BROKEN. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE BALLOON WAS NOT DAMAGED AND THE PILOT AND ONE OTHER PASSENGER WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 3213

10/02/82

ALBUQUERQUE,NM

A/C_Reg. No. N4068K

Time (Lc1) - 1000 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation LANDING - ROLL

Finding(s)

3. EQUIPMENT, OTHER - IMPROPER - PASSENGER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3284 10/03/82 ALBUQUERQUE,NM A/C Reg. No. N9606A Time (Lcl) - 0947 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
IN FLIGHT
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	4	2	1	1

-----Aircraft Information-----

Make/Model - THUNDER BALLOONS LTD. AX9-140 Eng Make/Model - N/A
Landing Gear - N/A Number Engines - N/A
Max Gross Wt - 2506 Engine Type - N/A
No. of Seats - 8 Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

Age - 41
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 65	Last 24 Hrs	- 3
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	30

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

AFTER WHAT WAS DESCRIBED AS A NORMAL LANDING LIQUID PROPANE BEGAN ESCAPING. THE PROPANE VAPORIZED & WAS IGNITED ENGULFING THE GONDOLA IN FLAMES. FOUR PAX EXITED THE GONDOLA WHILE IT WAS STILL ON THE GROUND & THE LAST SURVIVOR EXITED AT ABOUT 25 FT AS THE BALLOON BEGAN RISING. THE REMAINING 4 PAX BEGAN JUMPING OR FALLING FROM THE GONDOLA AT ABOUT 100 FT WITH THE LAST EXITING AT AN ESTIMATED 600 FT AGL. THE BALLOON CONTINUED TO RISE & AT ABOUT 1,000 FT TWO PROPANE TANKS EXPLODED. THE OWNER/PILOT HAD INSTALLED 6 PROPANE CYLINDERS. A PORTION OF ONE TEE FITTING WAS DETERMINED TO BE BRASS, & ACCORDING TO A METALLURGICAL REPORT THE HOSES USED TO MANIFOLD THE PROPANE CYLINDERS WERE DETERMINED TO BE RUBBER COVERED BY A WOVEN FABRIC. ONLY CADMIUM PLATED STEEL FITTINGS & WIRE MESH REINFORCED HOSES WERE RECOMMENDED BY THUNDER BALLOONS,LTD. & AT NO TIME WOULD BRASS FITTINGS & NON-WIRE MESH HOSES BE RECOMMENDED BY THEM.

Brief of Accident (Continued)

File No. - 3284

10/03/82

ALBUQUERQUE,NM

A/C Reg. No. N9606A

Time (Lcl) - 0947 MDT

Occurrence #1 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BALLOON EQUIPMENT,HEATER SYSTEM - IMPROPER
 2. MAINTENANCE,MAJOR ALTERATION - IMPROPER - PILOT IN COMMAND
 3. FUEL SYSTEM,LINE - IMPROPER
 4. FUEL SYSTEM,LINE - LEAK
 5. FUEL SYSTEM,LINE FITTING - IMPROPER
 6. FUEL SYSTEM,LINE FITTING - LEAK
 7. FUEL SYSTEM - FIRE
-

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation OTHER

Finding(s)

8. BALLOON EQUIPMENT,ENVELOPE - FIRE
 9. BALLOON EQUIPMENT,BASKET - FIRE
-

Occurrence #3 EXPLOSION
Phase of Operation OTHER

Finding(s)

10. FUEL SYSTEM,TANK - EXPLODED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3216 10/03/82 ALBUQUERQUE,NM A/C Reg. No. N2509E Time (Lc1) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - GENERAL BALLOON CORP. AX-6	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 - 1350	Engine Type - N/A	Weather Radar - NO	
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 976
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 38
		Instrument- 241
		Multi-Eng - 63
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BALLOON WAS LANDED IN THE BACKYARD OF A RESIDENCE. THE ENVELOPE DRAGGED ACROSS A 7200 VOLT POWERLINE WHICH BURNED THE ENVELOPE FABRIC. THE PILOT SAID HE WAS APPROACHING A LARGE OPEN FIELD WHEN A GUST OF WIND (DOWNDRAFT) CAUSED THE BALLOON TO LAND PREMATURELY IN THE BACKYARD AND THE DEFLATING ENVELOPE DRAPED OVER THE POWERLINE. A RECENTLY INSTALLED QUICK SHUT-OFF FUEL SYSTEM PROBABLY PREVENTED SERIOUS INJURY.

Brief of Accident (Continued)

File No. - 3216

10/03/82

ALBUQUERQUE,NM

A/C Reg. No. N2509E

Time (Lcl) - 1000 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. WEATHER CONDITION - DOWNDRAFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3215 10/04/82 ALBUQUERQUE, NM A/C Reg. No. N58LB Time (Lc1) - 0845 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 271
SE LAND, ME LAND	Months Since -	Make/Model- 271
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
FREE BALLOON		Last 24 Hrs - 1
Instrument Rating(s) - NONE		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

-----Narrative-----

THE BALLOON COLLIDED WITH TREES WHILE LANDING IN A ZOO PARKING LOT. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT STATED THAT IN ATTEMPTING TO LAND NEXT TO THE BALLOON THEY WERE CHASING IN A HOUND AND HARE GAME, HE ALLOWED THE GONDOLA TO DRAG THROUGH THE TREE TOPS. THE ENVELOPE THEN CAUGHT ON A TREE AND DURING THE ENCOUNTER THE ENVELOPE WAS TORN BY THE BRANCHES.

Brief of Accident (Continued)

File No. - 3215

10/04/82

ALBUQUERQUE,NM

A/C Reg. No. N58LB

Time (Lc1) - 0845 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3212 10/07/82 ALBUQUERQUE,NM A/C Reg. No. N40222 Time (Lc1) - 0830 MDT

-----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
Accident Occurred During -APPROACH			0	0	0	1
			0	1	0	0

-----Aircraft Information-----

Make/Model - RAVEN AX-7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1435	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - UNK/NR
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2582
SE LAND,ME LAND	Months Since -	Make/Model- 232
	Aircraft Type - UNK/NR	Instrument- 96
		Multi-Eng - 2488
FREE BALLOON		
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE BALLOONIST ATTEMPTED TO ABORT A LANDING DUE TO WIND CONDITIONS AND BELIEVES HE ENCOUNTERED A DOWNDRAFT. THE BALLOON DESCENDED AND LANDED ON A FENCE AND BECAME AIRBORNE AGAIN. THE WIND HAD PICKED UP TO ABOUT 15 OR 20 KNOTS SO THE BALLOON WAS TRAVELING DOWNWIND AS IT COLLIDED WITH THE ROOF OF A HOUSE TAKING OFF SOME SHINGLES. A BALLOON CABLE CAUGHT ON THE ROOF OF THE HOUSE WHICH STOPPED THE BALLOON. THE CHASE CREW SEQUENCE WAS UNEVENTFUL.

Brief of Accident (Continued)

File No. - 3212

10/07/82

ALBUQUERQUE, NM

A/C Reg. No. N40222

Time (Lc1) - 0830 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. OBJECT - FENCE
 3. OBJECT - RESIDENCE
 4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3233 10/28/82 AZTEC,NM A/C Reg. No. N4860B Time (Lc1) - 1255 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	AZTEC MUNICIPAL
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 80
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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS INVOLVED IN A HARD BOUNCING LANDING WHEN THE STUDENT PILOT ALLOWED THE AIRCRAFT TO PORPOISE DURING LANDING. THE NOSE GEAR FAILED DURING THIS SEQUENCE AND THE AIRCRAFT WAS DAMAGED. THE PILOT WAS UNINJURED. THE PILOT DID NOT FILE AN ACCIDENT REPORT AND NEVER RESPONDED TO FAA LETTERS CONCERNING THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 3233

10/28/82

AZTEC,NM

A/C Reg. No. N4860B

Time (Lc1) - 1255 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3217 12/06/82 LOVINGTON, NM A/C Reg. No. N18HM Time (Lcl) - 1748 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - RADIO	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTE FE, NM	LOVINGTON
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 80
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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 6216
ME LAND	Months Since -	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 4652
		Instrument- 58
		Multi-Eng - 4607
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE TAKING OFF WITH A LIGHT CROSSWIND, THE RIGHT PASSENGER DOOR OPENED. WHILE TRYING TO CATCH PAPERS AND HOLD THE DOOR, THE RIGHT PROPELLER STRUCK THE RUNWAY AND THE RIGHT MAIN GEAR BEGAN COLLAPSING. BY THIS TIME, THE PILOT DECIDED THERE WAS INSUFFICIENT RUNWAY REMAINING TO ABORT, SO HE CONTINUED THE TAKEOFF. AN EMERGENCY LANDING WAS MADE ON THE SAME RUNWAY BY SETTING THE PLANE DOWN ON THE LEFT MAIN AND NOSE GEAR. AS THE SPEED REDUCED, THE RIGHT WING SETTLED AND A PROPELLER BLADE SEPARATED AND PENETRATED THE FUSELAGE. NO DISCREPANCY WAS REPORTED CONCERNING THE DOOR LATCH.

Brief of Accident (Continued)

File No. - 3217

12/06/82

LOVINGTON,NM

A/C Reg. No. N18HM

Time (Lcl) - 1748 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR,PASSENGER - UNLOCKED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. PROPELLER SYSTEM/ACCESSORIES,BLADE - OVERLOAD
 5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. ABORT - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3364 12/28/82 RESERVE,NM A/C Reg. No. N732SK Time (Lcl) - 0600 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-OTHER	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-TAKEOFF	IN FLIGHT	Pass 0	0	0	0
		ON GROUND				

-----Aircraft Information-----

Make/Model	- CESSNA T210M	Eng Make/Model	- CONTINENTAL TS10-520R-1	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT (DARK)</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;">UNK/NR</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;">RESERVE-CATRON COUNTY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 4800/ 40</p> <p>Runway Surface - ASPHALT</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;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 33</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 235</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-----

THE AIRCRAFT CRASHED SHORTLY AFTER TAKEOFF IN THE EARLY MORNING HOURS WHILE IT WAS STILL DARK. A CHECK AT THE AIRPORT REVEALED A PLANE WAS MISSING. A FURTHER CHECK WITH THE OWNER WAS MADE WHICH REVEALED THE AIRCRAFT HAD BEEN STOLEN. THE PLANE HAD BEEN SECURED WITH A WHEEL LOCK, BUT SOMEONE HAD CUT THE LOCK WITH A TORCH. ALL THE VEHICLES AND OTHER AIRCRAFT HAD HEAVY FROST ON THEIR WINDSHIELDS. THE TEMPERATURE WAS ABOUT 8 DEG. WITNESSES AGREED THAT THE PILOT HAD STARTED THE PLANE, TAXIED A SHORT DISTANCE AND TOOK OFF WITHOUT WARMING THE TURBOCHARGED ENGINE. REPORTEDLY, THE SURROUNDING HILLS WERE VIRTUALLY IMPOSSIBLE TO SEE. THE AIRCRAFT CRASHED AS IT PASSED OVER THE CREST OF A HILL ABOUT 2 MI FROM THE AIRPORT. DURING THE ACCIDENT, IT IMPACTED WITH TREES WHILE BANKED ABOUT 45 DEG TO THE LEFT. AFTER HITTING THE TREES, THE PLANE REMAINED AIRBORNE FOR SOME 474 FT BEFORE IMPACTING THE GROUND AND BURNING.

Brief of Accident (Continued)

File No. - 3364

12/28/82

RESERVE,NM

A/C Reg. No. N732SK

Time (Lcl) - 0600 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH TERRAIN
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. OBJECT - TREE(S)

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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3237 7/09/82 RENO,NV

A/C Reg. No. N732XH

Time (Lcl) - 1802 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA P-210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSI0520P
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/014 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRESNO, CA
Destination
RENO,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

CANON INTERNATIONAL
Runway Ident - 16
Runway Lth/Wid - 9000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT VEERED OFF THE RUNWAY DURING LANDING. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE LANDING WAS ON RUNWAY 16 AND THE WIND WAS FROM 300 DEGREES AT 14 KNOTS. THE PILOT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 3237

7/09/82

RENO,NV

A/C Reg. No. N732XH

Time (Lc1) - 1802 PDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3353

9/26/82

PANACA,NV

A/C Reg. No. N14168

Time (Lcl) - 2000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-C4B5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 3.000 SM
Cloud Conditions(1st) - 4000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - HAIL
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
NOVATO,CA
Destination
LONGMONT,CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 10635	Last 24 Hrs - 9
Make/Model- 200	Last 30 Days- UNK/NR
Instrument- 685	Last 90 Days- 150
Multi-Eng - 3545	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ENCOUNTERED THUNDERSTORM ACTIVITY AT 1900. THE LEFT FUEL GAUGE WAS INOP & HE HAD NO COMMUNICATION EQUIPMENT. THERE WAS ONLY ONE NAV RECEIVER OPERATIVE, NO INSTRUMENT LIGHTS OR SLAVED DG AVAILABLE. AS IT BECAME DARKER HE WAS UNABLE TO SEE THE INSTRUMENT PANEL. HE NOTICED THE 10 AMP C/B HAD POPPED. DURING THE PRECAUTIONARY LANDING AT LINCOLN COUNTY ARPT HE WAS UNABLE TO ACTIVATE THE RWY LIGHTS BECAUSE HE HAD NO RADIO TRANSMITTER. SINCE HE HAD NO ELECTRICAL POWER HE WAS UNABLE TO USE THE LANDING LIGHT. HE MADE THE FIRST APPROACH ATTEMPT FROM NORTH TO SOUTH. HE THEN MADE THE LAST APPROACH ATTEMPT FROM THE SOUTH TO THE NORTH. THE ACFT STRUCK ROLLING TERRAIN APPROXIMATELY 1 MI SOUTH OF THE RWY. A LAB EVALUATION OF BOTH VOLTAGE REGULATORS SHOWED THEM TO OPERATE WITHIN THE MANUFACTURER'S RATED PERFORMANCE.

Brief of Accident (Continued)

File No. - 3353

9/26/82

PANACA,NV

A/C Reg. No. N14168

Time (Lc1) - 2000 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - HAIL
3. WEATHER CONDITION - ICING CONDITIONS
4. WEATHER CONDITION - THUNDERSTORM
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

8. ELECTRICAL SYSTEM - FAILURE,TOTAL
9. ELECTRICAL SYSTEM - UNDETERMINED
10. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
11. COMM/NAV EQUIPMENT - INOPERATIVE
12. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - INOPERATIVE
13. INSTRUMENT LIGHTS - INOPERATIVE

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

14. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
15. LIGHT CONDITION - DARK NIGHT
16. LANDING LIGHT - INOPERATIVE
17. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
18. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

19. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,18

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10,11,12,13,15,16,17,19
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3292 11/07/82 ALAMO, NV

A/C Reg. No. N41783

Time (Lcl) - 1330 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 040/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 25000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS, NV
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 231
Make/Model - 231
Instrument - 3
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 44

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF FROM A DESERT ROAD THE ACFT SETTLED & STRUCK A YUCCA TREE.

Brief of Accident (Continued)

File No. - 3292

11/07/82

ALAMO, NV

A/C Reg. No. N41783

Time (Lc1) - 1330 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3222 11/17/82 TONOPAH,NV A/C Reg. No. N3642A Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	1	
Accident Occurred During -CLIMB			0	0	0	1	

-----Aircraft Information-----

Make/Model - PIPER 601P	Eng Make/Model - LYCOMING IO-540-P1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	TONOPAH,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CARSON CITY,NV	
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 70.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
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		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2000
SE LAND,ME LAND	Months Since -	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 200
		Last 30 Days- UNK/NR
		Instrument- 105
		Last 90 Days- 46
		Multi-Eng - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT REACHED 15,500 FT, APRX 30 MI FROM THE DEP ARPT, THE PLT & PAX NOTED FUMES THAT IRRITATED THE EYES & CAUSED DIZZINESS & BREATHING DIFFICULTIES. THE PLT REVERSED COURSE, THEN ELECTED TO MAKE AN EMERG LNDG ON A DIRT ROAD. DRG THE LNDG ROLL-OUT, THE LEFT WING STRUCK 1 OR MORE METAL POSTS. WHEN THE PLT & PAX EVACUATED THRU THE PLT'S DOOR, FLAMES WERE OBSVD EMINATING FORM THE AFT PORTION OF THE LFT WING & THE LFT MAIN TIRE & WHL WERE BURNING. THE FIRE HAD SELF-EXTINGUISHED PRIOR TO THE ARRIVAL OF EMERG EQUIPMENT. AN EXAMINATION REVEALED SVRL BURNED ELEC WIRES UNDER THE LWR LFT INST PANEL. THE BURNED WIRES WERE CNCTD THE STROBE LGT, SFC DE-ICER & WINDSHIELD HEAT OR PROP DE-ICE SWS, AS WELL AS 3 UNUSED WIRES. THE SOURCE OF THE ELEC FIRE WAS NOT DTRMD. NO DIRECT RELATIONSHIP WAS FOUND BETWEEN THE BURNED WIRING IN THE COCKPIT AND THE FIRE ON THE LEFT WING & GEAR. A DENT WITH CHORDWISE GASHES WAS FOUND ON THE LEFT WING. FUEL STAINS SURROUNDED THE GASHES.

Brief of Accident (Continued)

File No. - 3222

11/17/82

TONOPAH, NV

A/C Reg. No. N3642A

Time (Lc1) - 1400 PST

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ELECTRICAL SYSTEM - FIRE
 2. FUSELAGE, CREW COMPARTMENT - FUMES
 3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
 5. WING, SKIN - PENETRATED
 6. FLUID, FUEL - LEAK
-

Occurrence #4 FIRE
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

7. WING - FIRE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3350 12/19/82 BEATTY,NV A/C Reg. No. N8154X Time (Lcl) - 1506 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	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	BURBANK,CA	FRAN'S STAR RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 80
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 95
SE LAND	Months Since -	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 8
		Last 30 Days- 5
		Instrument- 5
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON A 1700 LONG STRIP AT THE ELEVATION OF ABOUT 3500 FT MSL. HE ELECTED TO TAKEOFF TO THE NORTH IN CALM WIND CONDITIONS AND AVOID SUN GLARE OFF THE COVER OF HIS ENGINE AND ON THE WINDSHIELD. HE STATED THAT SOFT FIELD PROCEDURES WERE USED IN ORDER TO CLEAR A 30 FT HIGH POWER LINE CROSSING HIS PATH AT AN ANGLE. DURING TAKEOFF, HE PULLED THE NOSE UP TO CLEAR THE LINES. HE STATED THAT HE GOT ABOUT 20 TO 25 FT AGL WHEN THE POWER LINES STARTED COMING UP. HE BANKED LEFT TO AVOID THE LINES AND THE STALL WARNING HORN SOUNDED. WHEN HE KNEW THAT HE COULD NOT CLEAR THE LINES, HE SET THE PLANE DOWN IN A DRY WASH. THE AIRCRAFT TOUCHED DOWN ABOUT 600 FT FROM THE DEPARTURE END OF THE RUNWAY AND ALL GEAR COLLAPSED BEFORE IT CAME TO REST.

Brief of Accident (Continued)

File No. - 3350

12/19/82

BEATTY,NV

A/C Reg. No. N8154X

Time (Lc1) - 1506 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
9. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

10. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3333 6/03/82 WHITE LAKE, NY A/C Reg. No. N731BG Time (Lcl) - 1005 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-CROP CONTROL RELATED FLIGHT	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 280 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - BRFG RCVD, SOURCE UNK</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - 6000 FT OVERCAST</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>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER - CALM</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8148
SE LAND	Months Since -	Make/Model- 2577
	Aircraft Type - UNK/NR	Instrument- 79
		Multi-Eng - 25
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING FROM A SPRAYING OPERATION, THE ENGINE BEGAN RUNNING ROUGH, AND WITHIN SECONDS, IT LOST POWER. THE PILOT WAS UNABLE TO RESTART THE ENGINE, AND SUBSEQUENTLY, DITCHED THE AIRCRAFT IN A RESERVIOR. AN ENGINE TEARDOWN REVEALED THAT THE CRANKSHAFT HAD FAILED FROM SUBSURFACE FATIGUE THROUGH THE #4 CRANKCHEEK.

Brief of Accident (Continued)

File No. - 3333

6/03/82

WHITE LAKE,NY

A/C Reg. No. N731BG

Time (Lc1) - 1005 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3208

6/16/82

DUNKIRK,NY

A/C Reg. No. N8192A

Time (Lc1) - 2228 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

3

.0

0

0

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201

Eng Make/Model - LYCOMING IO-360-C1C6

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2750

Engine Type - RECIP - FUEL INJECTED

Weather Radar - UNK/NR

No. of Seats - 4

Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - 1.000 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

TOLEDO,OH

Destination

DUNKIRK,NY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - VOR/TVOR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DUNKIRK MUNI

Runway Ident - 24

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 609

Make/Model- UNK/NR

Instrument- 172

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS CLEARED FOR A VOR RWY 24 APCH. AT 2226 THE PLT REPORTED THE ARPT IN SIGHT. AT 2228 THE ACFT CRASHED 4,000 FT SOUTH OF THE DEPARTURE END OF RWY 24 ON A HEADING OF 115 DEG. THE JAMESTOWN,NY 2250 WX OBSERVATION WAS PARTIAL OBSCURATION, ESTIMATED 200 FT OVERCAST, VISIBILITY 1 MI VARIABLE IN LIGHT RAIN SHOWERS & FOG.

Brief of Accident (Continued)

File No. - 3208

6/16/82

DUNKIRK,NY

A/C Reg. No. N8192A

Time (Lcl) - 2228 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3247

10/24/82

DEXTER,NY

A/C Reg. No. N4031W

Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries		
	Serious	Minor	None
Crew 0	1	0	0
Pass 0	3	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
DEXTER,NY
Destination
KINGSTON,ON

Airport Proximity
OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 260/004 KTS
Visibility - 10.0 SM

ATC/Airspace

Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Data

WATERTOWN INTERNATIONAL
Runway Ident - 07
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since -
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 865	Last 24 Hrs - 5
Make/Model- 800	Last 30 Days- 12
Instrument- 209	Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT MADE A FORCED LANDING GOING UPSLOPE ON A RIVER BANK FOLLOWING AN ENGINE FAILURE. THE LANDING WAS MADE JUST SHORT OF AN OPEN FIELD. THE ENGINE FAILURE OCCURRED AT 1404 FEET. THE POWER LOSS WAS DUE TO FAILURE OF CRANKSHAFT GEAR INDEXING DOWEL PIN.

Brief of Accident (Continued)

File No. - 3247

10/24/82

DEXTER,NY

A/C Reg. No. N4031W

Time (Lc1) - 1500 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE.TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3246 12/03/82 MONTICELLO,NY A/C Reg. No. N4073Q Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - FERRY	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 - CESSNA 401	Eng Make/Model - CONTINENTAL TS10-520E	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 - NO
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 - TELEPHONE	TETERBORO,NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MONTICELLO,NY	SULLIVAN COUNTY INT'L.
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Ident - 15
Visibility - .200 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6300/ 150
Cloud Conditions(1st) - 100 FT OBSCURED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8225
SE LAND,ME LAND,SE SEA,ME SEA	Months Since -	Make/Model- 250
	Aircraft Type - PA-23	Instrument- 2800
		Multi-Eng - 5000
		Last 24 Hrs - 2
		Last 30 Days- 25
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES DURING AN INSTRUMENT APPROACH TO SULLIVAN COUNTY INTERNATIONAL AIRPORT. AN IFR FLIGHT PLAN WAS FILED AND THE WEATHER WAS IMC. IT APPEARS THAT THE PILOT DID NOT RECEIVE A COMPLETE AND CURRENT WEATHER BRIEFINGS AND GOT HIS WEATHER SECOND-HAND FROM THE PILOT ORIGINALLY SCHEDULED FOR THE FLIGHT. THE ACCIDENT PILOT WENT BELOW HIS DECISION HEIGHT AND IN POST ACCIDENT DISCUSSIONS SEEMED UNSURE OF MISSED APPROACH PROCEDURES. THE VISIBILITY REPORTED WAS BELOW MINUMUMS FOR THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3246

12/03/82

MONTICELLO,NY

A/C Reg. No. N4073Q

Time (Lc1) - 1330 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. MISSED APPROACH PROCEDURE - INACCURATE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
7. DESCENT - CONTINUED - PILOT IN COMMAND
8. DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3307 4/25/82 SEBRING,OH A/C Reg. No. N1422D Time (Lcl) - 1735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXPERIMENTATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - DAUNTLESS D52
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-M2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed - 180/012 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORTH BENTON,OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 9500	Last 24 Hrs	- UNK/NR
Make/Model	- 5000	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-----

BOTH WINGS SEPARATED DURING AN EXPERIMENTAL TEST FLIGHT OF THE MOTORIZED GLIDER. THE PLT HAD INDICATED THE TESTS WOULD INCLUDE CLIMBING TO A SAFE ALTITUDE & DOING A FEW POWER-OFF SHALLOW GLIDES TO SEE IF THERE WAS ANY INDICATION OF FLUTTER AT PERHAPS MAX SPEED OF INDICATED 130-135 MPH.

Brief of Accident (Continued)

File No. - 3307

4/25/82

SEBRING, OH

A/C Reg. No. N1422D

Time (Lc1) - 1735 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WING, SPAR - OVERLOAD
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 3. WING, SPAR - FAILURE, TOTAL
 4. WING, SPAR - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3263

9/03/82

DUBLIN, OH

A/C Reg. No. N16969

Time (Lcl) - 1344 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	3	0	0

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CUMBERLAND, OH
Destination
DUBLIN, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4811

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 122

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 26

Rotorcraft - 4387

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A FLIGHT OF 2 HELICOPTERS PROCEEDED WITHOUT INCIDENT FROM CUMBERLAND TO THE VICINITY OF DUBLIN, OH WITHOUT INCIDENT. AFTER THEY CIRCLED THE AREA TO DETERMINE THE DIRECTION AND THE LOCATION OF OBSTACLES, THE FIRST HELICOPTER LANDED WITHOUT INCIDENT. THE PILOT OF THE FIRST AIRCRAFT RADIOED THAT THERE WAS A LITTLE LIGHT CHOP CLOSE TO THE GROUND, BUT NOTHING OF ANY SIGNIFICANCE. THE SECOND HELICOPTER APPROACHED TO LAND ON A SOUTH SOUTHWESTERLY HEADING. AT ABOUT 50 FT AGL AND 100 YARDS FROM THE LANDING AREA, IT PITCHED UP AND BANKED TO THE RIGHT. AS THE BANK TO THE RIGHT CONTINUED, THE NOSE DROPPED AND THE HELICOPTER STRUCK THE GROUND IN NEAR VERTICAL (NOSE DOWN) ATTITUDE. AN EXAMINATION OF THE AIRCRAFT, FLIGHT CONTROLS AND ENGINE REVEALED NO PREIMPACT DISCREPANCIES THAT WOULD HAVE CONTRIBUTED TO THE CRASH.

Brief of Accident (Continued)

File No. - 3263

9/03/82

DUBLIN, OH

A/C Reg. No. N16969

Time (Lc1) - 1344 EDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3368 11/06/82 3 MILES NE OF EDMOND,OK A/C Reg. No. N83269 Time (Lc1) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DUSK

Itinerary

Last Departure Point
DOWNTOWN AIRPARK,OK
Destination
EDMOND AIRPORT,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRSTRIP

Airport Data

EDMOND AIRPORT
Runway Ident - 36
Runway Lth/Wid - 2200/ 30
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 537
Last 24 Hrs - 1
Make/Model- 537
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STRUCK POWER LINES NEAR THE SOUTH END OF THE AIRPORT, AT DUSK, WHILE ON A FINAL APPROACH TO RUNWAY 36.
AFTER STRIKING THE WIRES, THE PLANE IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 3368

11/06/82

3 MILES NE OF EDMOND,OK

A/C Reg. No. N83269

Time (Lcl) - 1745 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - DUSK
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. OBJECT - WIRE,TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3309 11/21/82 HENNESSEY,OK A/C Reg. No. N9816W Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RACER PRIVATE

Runway Ident - 36

Runway Lth/Wid - 1737/ 60

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 76

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - PA28140

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 269

Make/Model- 232

Instrument- 9

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS GIVING TAXI RIDES TO HIS GRANDCHILDREN AT A PRIVATE FARM STRIP. ACCOMPANIED BY TWO TEENAGE GRANDDAUGHTERS, THE PLT WAS OBSERVED IN THE RIGHT FRONT SEAT HOLDING THE ENTRY DOOR OPEN WHILE TAXIING THE ACFT UP & DOWN THE STRIP. A WITNESS HEARD THE THROTTLE ADVANCE AT APPROXIMATELY MID FIELD & SAW THE ACFT BECOME AIRBORNE NEAR THE END OF THE STRIP. THE ACFT CLIMBED IN A VERY HIGH NOSE UP ATTITUDE & THEN SLID BACKWARDS IN THE AIR, DISAPPEARING FROM VIEW IN A TAIL DOWN FALL. THE TRIM WAS FOUND IN THE FULL NOSE UP POSITION. NONE OF THE OCCUPANTS WERE WEARING SEATBELTS. NEITHER OF THE PASSENGERS HAD ANY AERONAUTICAL KNOWLEDGE. THE PLT HAD A MEDICAL HISTORY OF TREATMENT FOR HIGH BLOOD PRESSURE. A REVIEW OF HIS LOG BOOK INDICATED THAT HE DISCONTINUED FLYING WHILE TAKING MEDICATION. HE HAD JUST STARTED FLYING AGAIN AFTER DISCONTINUING HIS MEDICATION. THE PLT'S SON STATED THAT THE PLT HAD NOT INTENDED TO TAKE OFF & FELT STRONGLY THAT THE PLT BECAME INCAPACITATED WHILE TAXIING & BECAME AIRBORNE INADVERTANTLY.

Brief of Accident (Continued)

File No. - 3309

11/21/82

HENNESSEY,OK

A/C Reg. No. N9816W

Time (Lc1) - 1430 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3314 12/12/82 GRANDFIELD,OK A/C Reg. No. N9317J Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	1	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/012 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALTUS,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GRANDFIELD MUNICIPAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21

Biennial Flight Review

Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 172	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, A CHILD, WHO HAD BEEN ALLOWED TO OCCUPY THE BAGGAGE COMPARTMENT DURING THE TAKEOFF, FELL FROM THE ACFT WHEN THE DOOR OPENED IN FLIGHT. THE CHILD'S GRANDFATHER, WHO OCCUPIED THE REAR SEAT, ALLOWED THE YOUNGSTER TO CLIMB INTO THE BAGGAGE COMPARTMENT BECAUSE HE WOULD NOT STAY IN HIS SEAT BELT. WITH THE CARGO DOOR IN THE LATCHED POSITION IT WOULD POP OPEN IF HIT SHARPLY IN THE CENTER OF THE DOOR FROM INSIDE THE ACFT. THE DOOR IS NOT REINFORCED & IS NOT DESIGNED TO WITHSTAND FORCES FROM INSIDE THE ACFT.

Brief of Accident (Continued)

File No. - 3314

12/12/82

GRANDFIELD,OK

A/C Reg. No. N9317J

Time (Lc1) - 1630 CST

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. SEAT BELT - NOT USED - PASSENGER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3226

4/27/82

NEW RINGGOLD, PA

A/C Reg. No. N1022H

Time (Lcl) - 2355 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries	Fatal	Serious	Minor	None
Crew	3	0	0	0
Pass	1	0	0	0

Type of Operation - OTHER
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - MBB BO-105C
Landing Gear - SKID
Max Gross Wt - 5291
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20B
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 400 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 1.000 SM
Cloud Conditions(1st) - UNK/NR OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALLENTOWN, PA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 27
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1913	Last 24 Hrs	- 2
Make/Model	- 75	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 33
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS LEASED BY THE ALLENTOWN SACRED HEART HOSPITAL. AT 2236 EDT, THE PILOT, WHO WAS STANDING BY FOR DUTY, OBTAINED A WEATHER BRIEFING. LATER, AT 2312, THERE WAS A REQUEST FOR A MED-EVAC HELICOPTER TO RESPOND TO A CAR ACCIDENT. THE HELICOPTER DEPARTED 10 MIN LATER AND LANDED AT THE SITE AT 2343 EDT. A SHORT TIME LATER, THE HELICOPTER LIFTED OFF WITH A PATIENT, TWO NURSES AND A PILOT ON BOARD. AT THAT TIME, THE WEATHER CONDITIONS WERE VERY RAINY WITH A MILD BREEZE. REPORTEDLY, THE HELICOPTER DEPARTED TOWARD THE SOUTHEAST WITH THE SEARCHLIGHT ON. A SHORT TIME LATER, IT IMPACTED ON RISING TERRAIN IN A STEEP NOSE DOWN ATTITUDE AND IN A RIGHT BANK. A WITNESS REPORTED SEEING THE HELICOPTER CROSS OVER TREES WITH THE SEARCHLIGHT ON, POINTING DOWN, BEFORE IMPACT. THE AIRCRAFT WAS DESTROYED BY IMPACT AND FIRE. ROTATIONAL DAMAGE WAS FOUND IN BOTH ENGINE. AN FAA FORM 337, DATED 4/27/82, REVEALED THAT A NIGHTSUN SEARCHLIGHT HAD BEEN INSTALLED AND THE WEIGHT AND BALANCE HAD BEEN ADJUSTED FOR THE INSTALLATION.

Brief of Accident (Continued)

File No. - 3226

4/27/82

NEW RINGGOLD, PA

A/C Reg. No. N1022H

Time (Lc1) - 2355 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3371 8/29/82 MARS,,PA A/C Reg. No. N41835 Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - WAYNE ISON PDQ-II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - AMA (VW) EXP 1700
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKEHILL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	81	Last 24 Hrs -	0
Make/Model-		1	Last 30 Days-	UNK/NR
Instrument-		0	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT PRIOR TO THE ACCIDENT, THE AIRCRAFT APPEARED TO BE OPERATING NORMALLY, OVERHEAD AND IN THE VICINITY OF THE TRAFFIC PATTERN. ONE WITNESS ALSO STATED THE AIRCRAFT WAS IN A TURN AS IF TO RETURN FOR LANDING. HE FURTHER STATED THAT THE AIRCRAFT WAS DESCENDING AND BEGAN TO ROCK SHARPLY. SUBSEQUENTLY, IT STRUCK A UTILITY POLE ABOUT 20 FT AGL, THEN IMPACTED ON THE EDGE OF A ROAD. THE AIRCRAFT, WHICH WAS BUILT PRIMARILY FROM FIBERGLASS AND STYROFOAM, LITERALLY DISINTEGRATED DURING IMPACT.

Brief of Accident (Continued)

File No. - 3371

8/29/82

MARS,,PA

A/C Reg. No. N41835

Time (Lc1) - 1245 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - UTILITY POLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3372 10/20/82 COALTOWN, PA A/C Reg. No. N31PL Time (Lc1) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED				
Type of Operation	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	NONE	Pass		Serious	Minor
Accident Occurred During					None
			0	1	0
			0	2	0

-----Aircraft Information-----

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250	ELT Installed/Activated - NO	-N/A
Landing Gear - SKI	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2100	Engine Type - TURBOSHAFT	Weather Radar - NO	
No. of Seats - 4	Rated Power - 400 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BUTLER, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1671
	Months Since -	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - 11671

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND TWO PASSENGERS WERE PATROLLING ALONG THE WEST SIDE OF A POWER LINE FROM SOUTH TO NORTH. WHILE PATROLLING THE PILOT WAS MAINTAINING AN ALTITUDE OF 75 TO 100 FT AGL AT 20 TO 30 KTS WITH AN 8 TO 10 KT TAIL WIND. HE REPORTED THAT HE WAS DESCENDING DOWN A RIDGE WHEN THE HELICOPTER BEGAN A SLOW YAW TO THE RIGHT. HE STATED THAT FULL LEFT PEDDLE WAS USELESS AND THE HELICOPTER CONTINUED TO YAW TO THE RIGHT. HE REDUCED THE COLLECTIVE TO CONTROL THE RATE OF THE TURN, BUT BEGAN DESCENDING TOWARD THE WIRES. HE THEN INCREASED THE COLLECTIVE AND ADDED RIGHT CYCLIC TO AVOID THE WIRES. AFTER SPINNING 2 OR 3 TIMES, HE REDUCED THE POWER AND COLLECTIVE AND BEGAN AN AUTOROTATIVE LANDING. DURING THE LANDING, THE HELICOPTER TOUCHED DOWN HARD IN A WOODED AREA. A POST IMPACT FIRE DESTROYED THE FUSELAGE FROM STATION 164 FORWARD.

Brief of Accident (Continued)

File No. - 3372

10/20/82

COALTOWN, PA

A/C Reg. No. N31PL

Time (Lc1) - 0930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3380 12/01/82 DOUGLASSVILLE, PA A/C Reg. No. N32750 Time (Lcl) - 2205 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	Serious	Minor	None	
Accident Occurred During	-APPROACH			3	1	0	0	

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PHILADELPHIA, PA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	POTTSTOWN, PA	POTTSTOWN MUNICIPAL
Wind Dir/Speed - CALM		Runway Ident - 25
Visibility - .500 SM	ATC/Airspace	Runway Lth/Wid - 2700/ 75
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 400 FT OBSCURED	Type of Clearance - IFR	Runway Status - WET
Obstructions to Vision - FOG	Type Apch/Lndg - VORTAC	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3716
SE LAND, ME LAND	Months Since -	Make/Model - 100
	Aircraft Type - PA-34	Instrument - 1138
		Multi-Eng - 952
		Last 24 Hrs - 2
		Last 30 Days - 84
		Last 90 Days - 268

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APRX 1540 EST, THE ACFT WAS DISPATCHED TO PHILADELPHIA, PA ON A PAX FLT. AFTER ARRIVING, THE PLT REMAINED THERE TO PICK UP 4 OTHER PAX THAT WERE ARRIVING AT APPROX 2100 EST. AT 2007, THE PLT RECEIVED A PARTIAL WX BRIEF & FILED AN IFR FLT PLAN TO RTN TO POTTSTOWN. THE ACFT DEPARTED WITH AN IFR CLNC AT 2145 & PROCEEDED AT 3000 FT MSL, JUST ABV THE CLD TOPS. DRG ARRIVAL, THE PLT WAS CLRD FOR A VOR-B APCH TO THE POTTSTOWN MUNI ARPT. HE RPRTD THAT HE COULD SEE THE ARPT BEACON FROM OVER THE VOR, BUT NOTED PATCHY GND FOG. THE APCH WAS CONTD TO THE MISSED APCH POINT WHERE HE LOST SITE OF THE BCN. HE BGN MAKING A MISSED APCH; HOWEVER, WHEN THE THROTTLE WAS ADVANCED, NO DIFFERENCE IN ENG SOUND WAS NOTED, EXCEPT HE RECALLED THERE MAY HAVE BEEN SOME "FLUTTER IN THE ENGINE." RPRTDLY, THE ACFT CONTD DSNDG & SLOWING TIL IT HIT TREES AT 440 FT MSL, APRX 1 MI NW OF THE ARPT (ARPT ELEV 256 FT). NO PREIMPACT FAILURE WAS FOUND. TEMP & DEW PT WERE 48 DEG, ICG PROB CHART INDICATED SERIOUS CARB ICG CONDS WERE PRESENT. HOWEVER, PSN OF CARB HEAT CTL COULD NOT BE VERIFIED.

Brief of Accident (Continued)

File No. - 3380

12/01/82

DOUGLASSVILLE, PA

A/C Reg. No. N32750

Time (Lc1) - 2205 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)
1. UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)
3. LIGHT CONDITION - NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. TERRAIN CONDITION - HIGH TERRAIN
7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3256

10/20/82

LEXINGTON, SC

A/C Reg. No. N9143T

Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH B-23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A26
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 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-
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
COLUMBIA, SC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FALCON AIRPORT
Runway Ident - 27
Runway Lth/Wid - 2800/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27

Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 125	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED IN A CORN FIELD SHORTLY AFTER TAKEOFF. THE AIRCRAFT WAS OWNED BY THE PILOT WHO WAS FATALLY INJURED IN THE ACCIDENT. THE WEATHER WAS VMC AND NO SYSTEM MALFUNCTION COULD BE FOUND. THE AIRCRAFT WAS SEEN FLYING AT LOW ALTITUDE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3256

10/20/82

LEXINGTON, SC

A/C Reg. No. N9143T

Time (Lc1) - 1500 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - CROP
2. STALL - UNCONTROLLED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3270 11/20/82 AIKEN, SC A/C Reg. No. N544JW Time (Lcl) - 1817 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 411
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 6500
No. of Seats - 4

Eng Make/Model - CONTINENTAL GTSO-520-C
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 340 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC

Wind Dir/Speed- 030/006 KTS
Visibility - 3.000 SM

Cloud Conditions(1st) - 700 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OXFORD, MS
Destination
AIKEN, SC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NDB

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AIKENS MUNICIPAL AIRPORT
Runway Ident - 24
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - UNK/NR
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 800	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REQUESTED AN INSTRUMENT APPROACH TO THE ARPT & ADVISED APPROACH CONTROL (A/C) THAT HE DID NOT HAVE AN APPROACH PLATE FOR THE ARPT. A/C CLEARED THE ACFT FOR A NDB APPROACH TO RWY 24 & READ THE APPROACH INFORMATION TO THE PLT. WHEN THE PLT REPORTED PROCEDURE TURN INBOUND A/C ADVISED THE PLT HE WAS APPROX 4 MI SOUTH OF THE FINAL APPROACH COURSE & GAVE HIM A NEW HEADING TO CORRECT BACK TO THE ARPT. RADAR CONTACT WAS THEN LOST OVER THE ARPT BUT REAPPEARED APPROX 1/2 MI WEST OF THE ARPT & APPEARED TO BE MAKING A TURN BACK TO THE ARPT. THE WRECKAGE WAS FOUND ABOUT 4 MI WEST OF THE ARPT.

Brief of Accident (Continued)

File No. - 3270

11/20/82

AIKEN, SC

A/C Reg. No. N544JW

Time (Lcl) - 1817 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - LOW CEILING
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. MISSED APPROACH - NOT FOLLOWED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3231 11/25/82 BRYANT, SD A/C Reg. No. N94657 Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation - PERSONAL	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	4	0	0
Accident Occurred During -DESCENT				0	0

-----Aircraft Information-----

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	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 - TELEPHONE	MITCHELL, SD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MILBANK, SD	
Wind Dir/Speed- 010/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 700 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - FREEZING RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, PRIVATE	Current - YES	Total - 1475
SE LAND	Months Since -	Make/Model- 11
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - 1300

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED IN AN OPEN, FLAT, STUBBLE FIELD JUST SOUTH OF BRYANT SD. THE ANGLE OF IMPACT WAS 45 DEGREES NOSE DOWN, WITH WINGS LEVEL. FIRE AFTER IMPACT CONSUMED MOST OF THE WRECKAGE AND THE 5 OCCUPANTS RECEIVED FATAL INJURIES. THE WEATHER WAS IFR WITH LOW CEILINGS AND THE NIGHT WAS GETTING DARK EARLIER THAN USUAL. WITNESSES HAD OBSERVED THE AIRCRAFT FLYING VERY LOW AND ALMOST COLLIDING WITH HIGH OBJECTS SUCH AS WATER TANKS. ON HIS LAST PULL-UP OVER THE TOWN THE PILOT APPARENTLY CLIMBED INTO THE CLOUDS. LOST CONTROL IN A STALL AND CAME DOWN AT A STEEP ANGLE. HE WAS NOT INSTRUMENT RATED AND HAD NOT RECEIVED A WEATHER BRIEFING FOR THIS FLIGHT. IRONICALLY THE FIELD HE CRASHED IN WOULD HAVE MADE A GOOD PLACE FOR A LANDING IF HE HAD STAYED IN CONTROL AND COULD HAVE SEEN IT. THE CEILING WAS 700 FEET VISIBILITY 5 MILES.

Brief of Accident (Continued)

File No. - 3231

11/25/82

BRYANT,SD

A/C Reg. No. N94657

Time (Lc1) - 1730 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. PROPER CLIMB RATE - NOT FOLLOWED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. PULL-UP - EXCESSIVE - PILOT IN COMMAND
11. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
12. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

13. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 1,4,7,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3300

9/25/82

NASHVILLE,TN

A/C Reg. No. N9072V

Time (Lcl) - 1312 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 030/006 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - 3300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NASHVILLE,TN
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 21
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1046
Make/Model- 30
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE HELICOPTER FLYING BETWEEN 100 & 500 FT AT A HIGH SPEED. THEY THEN HEARD A SLAPPING & CRACKING SOUND FOLLOWED BY OBSERVING PIECES FLYING FROM THE ACFT. THE WRECKAGE WAS SCATTERED OVER AN AREA ABOUT 700 FT LONG BY 500 FT WIDE, WITH THE TAIL ROTOR (T/R) ASSEMBLY RESTING 200 FT SW OF THE MAIN WRECKAGE. THERE WAS PHYSICAL EVIDENCE TO SUPPORT INDICATIONS THAT THE TAIL CONE SEPARATIONS WERE THE RESULT OF MAIN ROTOR BLADE STRIKES.

Brief of Accident (Continued)

File No. - 3300

9/25/82

NASHVILLE, TN

A/C Reg. No. N9072V

Time (Lc1) - 1312 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 3. MISC ROTORCRAFT, TAIL CONE - FAILURE, TOTAL
 4. MISC ROTORCRAFT, TAIL CONE - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3272 10/21/82 ATHENS, TN A/C Reg. No. N21678 Time (Lcl) - 2112 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	3	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	OFF AIRPORT/STRIP
Method - N/A	NEW ORLEANS, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KNOXVILLE, TN	Runway Ident - N/A
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 306
SE LAND	Months Since -	Make/Model- 5
	Aircraft Type - PA-28	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 PLT HAD NOT FLOWN FOR A COUPLE OF YEARS. ON 10/15/82 HE RECEIVED DUAL INSTRUCTION IN A C-172 & ON THE DAY OF THE ACCIDENT WAS CHECKED OUT IN THE PA-28. HIS CERTIFICATE WAS NOT VALID FOR NIGHT FLIGHT. AT 1716 THE PLT ACTIVATED A VFR FLT PLAN. AT APPROXIMATELY 2107 THE PLT DECLARED A "LIMITED EMERGENCY" WITH ATLANTA ARTCC. HE TOLD THE CONTROLLER HE WAS EXTREMELY LOW ON FUEL & WANTED TO GO STRAIGHT TO AN ARPT. THE PLT WAS ADVISED THAT MCMINN COUNTY ARPT WAS AT 12 O'CLOCK & 7 MI. THE ACFT CRASHED IN A PASTURE 1-1/2 MI SOUTH OF THE ARPT. ABOUT 1 QT OF FUEL WAS EXTRACTED FROM THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 3272

10/21/82

ATHENS, TN

A/C Reg. No. N21678

Time (Lcl) - 2112 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. FLUID, FUEL - FAILURE, PARTIAL
4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3321

4/28/82

HOUSTON, TX

A/C Reg. No. N411HN

Time (Lcl) - 1415 COT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -FERRY

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

Crew

1

0

0

0

ON GROUND

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 411A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6500

No. of Seats - 2

Eng Make/Model - CONTINENTAL GTSIO-520C

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 340 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/012 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 12000 FT BROKEN

Cloud Conditions(2nd) - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

BEAUMONT, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WILLIAM P. HOBBY

Runway Ident - 17

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - TOWER

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 48

Biennial Flight Review

Current - UNK/NR

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS THE SECOND ACFT OF A FLIGHT OF TWO. THE LEAD ACFT HAD RECEIVED RADIO CLEARANCE FOR TAKEOFF. THE LEAD ACFT WAS TO PROCEED TO A VISUAL CHECKPOINT NORTHWEST OF THE ARPT & WAIT FOR THIS ACFT TO JOIN UP. WITNESSES OBSERVED THE ACFT DEPART RWY 17 & REMAIN AT LOW ALTITUDE. A LEFT TURN WAS COMPLETED WITH THE ACFT PASSING OVER THE WITNESSES AT LOW ALTITUDE. THEY SAW THE PLT LOOKING FROM SIDE TO SIDE JUST PRIOR TO THE ACFT COLLIDING WITH A RADIO TOWER/ANTENNA.

Brief of Accident (Continued)

File No. - 3321

4/28/82

HOUSTON, TX

A/C Reg. No. N411HN

Time (Lc1) - 1415 COT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - ELECT TOWER
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3322 7/09/82 AUSTIN, TX A/C Reg. No. N87280 Time (Lcl) - 1926 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	
Accident Occurred During	-APPROACH		Other	0	2	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TS10-520-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	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAN ANTONIO, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	AUSTIN, TX		ROBERT MUELLER	
Wind Dir/Speed	- 160/007 KTS	ATC/Airspace		Runway Ident	- 13R
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 7269/ 150
Cloud Conditions(1st)	- NONE	Type of Clearance	- RADAR ADVISORIES	Runway Surface	- MACADAM
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)	
ATP	Current - YES	Total - 3900	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since -	Make/Model - 415	Last 30 Days - UNK/NR
	Aircraft Type - C-402	Instrument - 378	Last 90 Days - 160
		Multi-Eng - 2100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH ACFT WERE APPROACHING FROM THE SSW & FLYING ASSIGNED HEADINGS. NEITHER ACFT HAD BEEN ASSIGNED AN ALTITUDE. JUST PRIOR TO IMPACT, APPROACH CONTROL (A/C) TOLD THE C-402B TO FLY 360 TO FOLLOW TRAFFIC & ASKED WHAT HIS ALTITUDE WAS. WHEN THE PLT RESPONDED HE WAS AT 2300 FT, A/C TOLD HIM "YOU'VE GOT A CHEROKEE RIGHT THERE WITH YOU." THE COLLISION OCCURRED ABOUT 5 SECS LATER. THE PA-28 MADE A FORCED LANDING IN A RETENTION POND. THE C-402B LANDED WITHOUT FURTHER INCIDENT. OF THE 8 ATC PERSONNEL ON DUTY IN THE TRACON, ONLY 3 WERE ASSIGNED CONTROL POSITIONS. THE REMAINDER WERE EITHER ON BREAK OR OUT FOR DINNER. THE ACCIDENT CONTROLLER HAD 9 ACFT UNDER HIS CONTROL AT THE TIME. BOTH ACFT WERE WITHIN HIS CONTROL & HAD BEEN ASSIGNED TRANSPONDER CODES, RADAR IDENTIFIED & ASSIGNED HEADINGS FOR SEQUENCING. THE ONLY TRAFFIC ADVISORY HE ISSUED EITHER ACFT ABOUT THE OTHER WAS WHEN THE COLLISION WAS IMMINENT & HE TOLD THE C-402B THAT THE CHEROKEE WAS RIGHT THERE WITH HIM.

Brief of Accident (Continued)

File No. - 3322

7/09/82

AUSTIN, TX

A/C Reg. No. N87280

Time (Lcl) - 1926 CDT

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. RADAR SEPARATION - NOT MAINTAINED - ATC PERSONNEL(DEP/APCH)
4. TRAFFIC ADVISORY - DELAYED - ATC PERSONNEL(DEP/APCH)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3322

7/09/82

AUSTIN, TX

A/C Reg. No. N5224W

Time (Lcl) - 1926 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN MARCOS, TX
Destination
AUSTIN, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ROBERT MUELLER
Runway Ident - 13R
Runway Lth/Wid - 7269/ 150
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - RADAR ADVISORIES
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	505	Last 24 Hrs	-	2
Make/Model	-	505	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	10

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT WERE APPROACHING FROM THE SSW & FLYING ASSIGNED HEADINGS. NEITHER ACFT HAD BEEN ASSIGNED AN ALTITUDE. JUST PRIOR TO IMPAT, APPROACH CONTROL (A/C) TOLD THE C-402B TO FLY 360 TO FOLLOW TRAFFIC & ASKED WHAT HIS ALTITUDE WAS. WHEN THE PLT RESPONDED HE WAS AT 2300 FT, A/C TOLD HIM "YOU'VE GOT A CHEROKEE RIGHT THERE WITH YOU." THE COLLISION OCCURRED ABOUT 5 SECS LATER. THE PA-28 MADE A FORCED LANDING IN A RETENTION POND. THE C-402B LANDED WITHOUT FURTHER INCIDENT. OF THE 8 ATC PERSONNEL ON DUTY IN THE TRACON, ONLY 3 WERE ASSIGNED CONTROL POSITIONS. THE REMAINDER WERE EITHER ON BREAK OR OUT FOR DINNER. THE ACCIDENT CONTROLLER HAD 9 ACFT UNDER HIS CONTROL AT THE TIME. BOTH ACFT WERE WITHIN HIS CONTROL & HAD BEEN ASSIGNED TRANSPONDER CODES, RADAR IDENTIFIED & ASSIGNED HEADINGS FOR SEQUENCING. THE ONLY TRAFFIC ADVISORY HE ISSUED EITHER ACFT ABOUT THE OTHER WAS WHEN THE COLLISION WAS IMMINENT & HE TOLD THE C-402B THAT THE CHEROKEE WAS RIGHT THERE WITH HIM.

Brief of Accident (Continued)

File No. - 3322

7/09/82

AUSTIN, TX

A/C Reg. No. N5224W

Time (Lcl) - 1926 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. RADAR SEPARATION - NOT MAINTAINED - ATC PERSONNEL(DEP/APCH)
4. TRAFFIC ADVISORY - NOT ISSUED - ATC PERSONNEL(DEP/APCH)

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3323 7/28/82 LINDALE, TX A/C Reg. No. N110VM Time (Lcl) - 1922 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	11	0	0	0

-----Aircraft Information-----

Make/Model - ROBERTSON C-414
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6350
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-520-N
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GARDEN VALLEY (PVT)
Runway Ident - 34
Runway Lth/Wid - 3163/ 50
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 758
Last 24 Hrs - 4
Make/Model- 59
Last 30 Days- 11
Instrument- 146
Last 90 Days- 44
Multi-Eng - 62
Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

7-SEAT ACFT TOOK OFF WITH 4 ADULTS & 8 CHILDREN ABOARD. ACFT ROTATED AT ABOUT 2000 FT DOWN RWY & CLIMBED IN A FLAT NOSE HIGH ALTITUDE BEFORE SETTLING INTO 30 FT TREES ABOUT 4223 FT FROM POINT OF LIFT-OFF. ACFT OSCILLATED VIOLENTLY 2 OR 3 TIMES IN THE PITCH AXIS DURING THE 20-30 SEC FLT. ACFT WAS ABOUT 445 LBS OVER MAX GROSS WEIGHT & CG WAS 4.26 INCHES AFT OF THE AFT LIMIT. ON 6/9/82 THE PLT TOOK A CHECKRIDE TO HAVE A "CENTERLINE THRUST ONLY" RESTRICTION REMOVED FROM HIS MULTI-ENG RATING. 59 OF HIS 62 HRS MULTI-ENG WERE AS COPILOT. HE HAD NO FORMAL C-414 TRAINING & HAD RECD ONLY 2 HRS OF INSTRUCTION IN CONVENTIONAL MULTI-ENG ACFT. HE HAD NEVER BEEN REQUIRED TO PERFORM WT/BAL COMPUTATIONS IN HIS MILITARY FLYING OR ANY FAA EXAM OR CHECKRIDES. CO MANAGEMENT DID NOT COMPLY WITH INSURANCE STIPULATIONS WHICH REQUIRED PLT OF THE FLT TO ATTEND A CESSNA FLT TRAINING SCHOOL, NOR DID THE PLT SATISFY THE MINIMUM HR REQUIREMENTS. FAA CERT EXAMINER LOST CERT ON 7/10/82, HISTORY OF INCOMPLETE OR SUBSTANDARD CHECKRIDES. OCCUPANTS DIED OF THERMAL BURNS & SMOKE INHALATION.

Brief of Accident (Continued)

File No. - 3323

7/28/82

LINDALE, TX

A/C Reg. No. N110VM

Time (Lc1) - 1922 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - COMPANY/OPERATOR MGMT
8. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
9. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
10. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

11. OBJECT - TREE(S)

Occurrence #3 FIRE
Phase of Operation OTHER

Finding(s)

12. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 8,9,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3359

9/16/82

PARIS, TX

A/C Reg. No. N300AH

Time (Lcl) - 1735 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	2	0	0	0
Other	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/015 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 4500 FT BROKEN

Cloud Conditions(2nd) - 10000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PARIS, TX

Destination

DALLAS, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PA-24 HAD DEPARTED RWY 17 AT COX FIELD & WAS CLIMBING AT THE TIME OF THE COLLISION. THE PLT HAD REPORTED HIS INTENDED DEPARTURE ON UNICOM. THE AA5B HAD REPORTED 5 MI SW OF THE ARPT DESCENDING THROUGH 5,000 FT FOR LANDING. THE HEAD-ON COLLISION OCCURRED AT 5,000 FT. APPROXIMATELY 3 FT OF THE OUTBOARD PORTION OF THE PA-24 RIGHT WING SEPARATED & THE ACFT SPUN TO THE GROUND. THE AA5B WAS ABLE TO LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 3359

9/16/82

PARIS, TX

A/C Reg. No. N300AH

Time (Lc1) - 1735 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. WING - SEPARATION
 4. WING - LOSS, PARTIAL
-

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3359 9/16/82 PARIS, TX A/C Reg. No. N1531R Time (Lcl) - 1735 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	3	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - GRUMMAN AA5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE
Method - RADIO
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
MCKINNEY, TX
Destination
PARIS, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 080/015 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 4500 FT BROKEN
Cloud Conditions(2nd) - 10000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	634	Last 24 Hrs -	2
Make/Model-	254	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	43	

Instrument Rating(s) - NONE

-----Narrative-----

THE PA-24 HAD DEPARTED RWY 17 AT COX FIELD & WAS CLIMBING AT THE TIME OF THE COLLISION. THE PLT HAD REPORTED HIS INTENDED DEPARTURE ON UNICOM. THE AA5B HAD REPORTED 5 MI SW OF THE ARPT DESCENDING THROUGH 5,000 FT. FOR LANDING. THE HEAD-ON COLLISION OCCURRED AT 5,000 FT. APPROXIMATELY 3 FT OF THE OUTBOARD PORTION OF THE PA-24 RIGHT WING SEPARATED & THE ACFT SPUN TO THE GROUND. THE AA5B WAS ABLE TO LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 3359

9/16/82

PARIS, TX

A/C Reg. No. N1531R

Time (Lc1) - 1735 CDT

Occurrence MIDAIR COLLISION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3203 9/20/82 CRYSTAL CITY, TX A/C Reg. No. N50US Time (Lcl) - 1127 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	5

-----Aircraft Information-----

Make/Model - CESSNA 501SP
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11850
No. of Seats - 8

Eng Make/Model - P & W JT15D-1A
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2200 LBS THRUST

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 020/010 KTS
Visibility - 7.0 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
ADDISON, TX
Destination
CRYSTAL CITY, TX

Airport Proximity
ON AIRPORT

Airport Data

CHACONCREEK RANCH
Runway Ident - 33
Runway Lth/Wid - 2900/ 30
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6756 Last 24 Hrs - 1
Make/Model- 930 Last 30 Days- UNK/NR
Instrument- 602 Last 90 Days- 80
Multi-Eng - 2917

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN 10 FEET SHORT OF THE RUNWAY. THE RIGHT MAIN GEAR FAILED WHEN IT CONTACTED THE RAISED LIP OF THE RUNWAY THRESHOLD. AFTER THE GEAR FAILURE, DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT COLLIDED WITH FENCE POSTS. THE SIX OCCUPANTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 3203

9/20/82

CRYSTAL CITY, TX

A/C Reg. No. N50US

Time (Lc1) - 1127 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. CLEARANCE - INACCURATE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3202

9/22/82

EDNA, TX

A/C Reg. No. N5631R

Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 17
Runway Lth/Wid - 2100 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 80
Make/Model- 80
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF WITH THE FUEL SELECTOR IN THE OFF POSITION. THE ENGINE QUIT AT 500 FEET AGL. THE PILOT LANDED HARD IN A PLOWED FIELD AND THE AIRCRAFT NOSED OVER TO AN INVERTED POSITION. THE PILOT AND PASSENGER WERE NOT HURT.

Brief of Accident (Continued)

File No. - 3202

9/22/82

EDNA, TX

A/C Reg. No. N5631R

Time (Lcl) - 1930 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3337 9/24/82 MIDLAND, TX A/C Reg. No. N2027C Time (Lcl) - 1355 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PUBLIC - STATE/LOCAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	1	0	0
Accident Occurred During	-TAKEOFF	ON GROUND	Pass	1	2	0	0
			Other	0	1	0	0

-----Aircraft Information-----

Make/Model	- BEECH 58P	Eng Make/Model	- CONTINENTAL TS10-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6100	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/008 KTS</p> <p>Visibility - 25.0 SM</p> <p>Cloud Conditions(1st) - 25000 FT OVERCAST</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">BATON ROUGE, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>MIDLAND AIRPARK</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 5810/ 150</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3730
SE LAND, ME LAND	Months Since -	Make/Model- 115
	Aircraft Type - UNK/NR	Instrument- 73
		Multi-Eng - 836
		Last 24 Hrs - 4
		Last 30 Days- 62
		Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INTERSECTION TKOF WAS STARTED NR THE MIDDLE OF RWY 25 WITH 2096 FT REMAINING. THE PLT STATED THE TKOF WAS NORMAL UNTIL HE STARTED MAKING AN INITIAL PWR REDUCTION TO 34 INCHES AND 2400 RPM. AT THAT TIME, THE L ENG REPORTEDLY CONTINUED TO LOSE PWR AND MANIFOLD PRESS. THE PLT ATMTD TO RESTORE PWR MOMENTARILY, THEN MOVED "ALL HANDLES" FWD & LWRD THE NOSE AS LONG AS HE COULD TO BLD UP SPEED. AS HE APCHD AN APARTMENT BLDG, HE PULLED UP BUT THE PLANE HIT THE ROOF, THEN IMPACTED IN A PARKING LOT & BURNED. THE PLT, PAX & A RESIDENT OF THE APARTMENT WERE BURNED. DRG THE INVESTIGATION, NO MECH DEFECTS WERE FND THAT WOULD CAUSE A LOSS OF PWR. THE 1419 CDT WX WAS (IN PART): TEMP 85 DEG, WND 070 DEG AT 8 KTS, ALTIMETER 30.07 THE ELEV WAS 2805 FT. THE DIST FROM THE INTERSECTION TO THE APARTMENT BLDG WAS 2477 FT. THE DIST TO CLR A 50 FT OBCL WOULD HAVE BEEN 4000 FT AT THE MAX GROSS WT LIMIT. THE ESTIMATED GROSS WT WAS 195 LBS OVR THE 6100 LB LMT. THE MAX WT TO ACHIEVE SINGLE ENG RATE OF CLB AT LIFT OFF WOULD HAVE BEEN 5050 LBS.

Brief of Accident (Continued)

File No. - 3337

9/24/82

MIDLAND, TX

A/C Reg. No. N2027C

Time (Lcl) - 1355 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. OBJECT - RESIDENCE
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6,7,9

Factor(s) relating to this accident is/are finding(s) 2,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3201 9/28/82 TOMBALL, TX A/C Reg. No. N6229G Time (Lcl) - 2033 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
				0	0	1
					0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150K	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	DAVID WAYNE HOOKS	
Wind Dir/Speed	- 130/004 KTS	Runway Ident	- 17
Visibility	- 8.0 SM	Runway Lth/Wid	- 7000/ 110
Cloud Conditions(1st)	- UNK/NR	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- UNK/NR	Runway Status	- DRY
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)	
STUDENT	Current - N/A	Total - 64	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 64	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 4	Last 90 Days - 48

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT PREPARING TO LAND PULLED THE MIXTURE CONTROL INSTEAD OF THE CARBURETOR HEAT CONTROL. THE ENGINE QUIT AND THE PILOT STARTED TO LAND ON A ROAD. BUT HAD TO TAKE EVASIVE ACTION TO AVOID COLLISION WITH A CAR. THE RIGHT WING COLLIDED WITH A BUSH AND SWUNG THE AIRCRAFT OFF THE ROAD.

Brief of Accident (Continued)

File No. - 3201

9/28/82

TOMBALL, TX

A/C Reg. No. N6229G

Time (Lc1) - 2033 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND
4. STARTING PROCEDURE - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3308 9/30/82 PAIGE, TX A/C Reg. No. N9063Z Time (Lcl) - 1307 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	Runway Ident - N/A
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan.- NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3000 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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 290
SE LAND	Months Since -	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 85
		Instrument- 1
		Last 30 Days- 32
		Last 90 Days- 66
		Rotorcraft - 85

Instrument Rating(s) - NONE

-----Narrative-----

INVESTIGATION REVEALED THAT THE MAIN ROTOR BLADE HAD STRUCK THE TAILCONE OF THE HELICOPTER WHEN THE PLT INITIATED AN EVASIVE MANEUVER TO AVOID STRIKING POWER LINES. THE TAILCONE SEPARATED.

Brief of Accident (Continued)

File No. - 3308

9/30/82

PAIGE, TX

A/C Reg. No. N9063Z

Time (Lcl) - 1307 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. MISC ROTORCRAFT, TAIL CONE - SEPARATION
 3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3214 10/04/82 BALMORHEA, TX A/C Reg. No. N8045F Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation	-BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model	- HUGHES TH-55A	Eng Make/Model	- LYCOMING HIO-360-B1A	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1550	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PECOS, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 210/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 25000 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		- DRY
Precipitation	- NONE		ROUGH
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total	- 5985
SE LAND, ME LAND	Months Since -	Make/Model	- 280
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 1314
		Multi-Eng	- 678
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 49
		Rotorcraft	- 3841

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A HUGHES HELICOPTER WAS DAMAGED WHEN IT LOST POWER DURING TAKEOFF AND WAS CRASHED INTO A TREE TO PREVENT IT FROM ROLLING DOWN A HILL. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT SAID THE MANIFOLD PRESSURE DECAYED FROM 22 INCHES TO 18 INCHES AND ROTOR RPM BEGAN TO BLEED OFF. THE PILOT TRIED TO REGAIN MANIFOLD PRESSURE BY REDUCING COLLECTIVE BUT WAS UNSUCCESSFUL. DENSITY ALTITUDE WAS 8,800 FEET. NO DISCREPANCIES, OTHER THAN IMPACT RELATED, WERE FOUND DURING AN INSPECTION OF THE ENGINE.

Brief of Accident (Continued)

File No. - 3214

10/04/82

BALMORHEA, TX

A/C Reg. No. N8045F

Time (Lc1) - 1415 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH TERRAIN
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3325 10/06/82 HEBBRONVILLE, TX A/C Reg. No. N732KH Time (Lcl) - 1822 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-L-3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KERRVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HARLINGEN, TX	Runway Ident - N/A
Wind Dir/Speed- 140/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - VFR ON TOP	Runway Status - N/A
Cloud Conditions(2nd) - 12000 FT SCATTERED	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 8809
SE LAND, ME LAND	Months Since -	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - 1308
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 6600

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE CREW WERE ADVISED THAT THE ACFT'S VACUUM PUMP SYSTEM WAS INOPERATIVE DUE TO A SHEARED PUMP DRIVESHAFT. THE COPILOT HAD STATED THAT FSS HAD FORECAST 25,000 FT BROKEN & HE DID NOT FEEL HE WOULD NEED THE PUMP. AT 1735 THE PLT CONTACTED CENTER & REQUESTED RADAR ADVISORIES TO BROWNSVILLE. AT 1812 THE PILOT REQUESTED & WAS GRANTED PERMISSION TO DEVIATE AROUND A CELL. 12 MINUTES LATER THE TARGET DISAPPEARED. WRECKAGE EXAMINATION REVEALED THAT THE TAIL & RIGHT WING HAD SEPARATED IN FLIGHT. THERE WAS A VIP LEVEL 1 ECHO WITHIN 5 MI EAST & A VIP LEVEL 3 ECHO WITHIN 10 MI SE OF THE ACCIDENT SITE. MODERATE TO SEVERE CONVECTIVE TURBULENCE & UP & DOWN DRAFTS WOULD HAVE BEEN PRESENT BELOW 10,000 FT. THE PLT'S LIVER TISSUE PRODUCED 96 MG% ETHYL ALCOHOL & MIXED TISSE FLUID PRODUCED 112 MG%.

Brief of Accident (Continued)

File No. - 3325

10/06/82

HEBBRONVILLE, TX

A/C Reg. No. N732KH

Time (Lc1) - 1822 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. VACUUM SYSTEM - INOPERATIVE
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. AIRSPEED (VMO) - EXCEEDED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
12. WING - OVERLOAD
13. WING - FAILURE, TOTAL
14. WING - SEPARATION
15. STABILIZER - OVERLOAD
16. STABILIZER - FAILURE, TOTAL
17. STABILIZER - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3391 10/19/82 ROUND ROCK, TX

A/C Reg. No. N1820N

Time (Lcl) - 0821 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew
Pass

Fatal
1
1

Injuries

Serious
0
0

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-CB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 2.000 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- GROUND FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CEDAR PARK, TX
Destination
AURORA, IL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 876
Make/Model- 140
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-----

BFR TKOF, THE PLT OBTAINED A WX BRIEFING & FILED AN IFR FLT PLAN. HE TKOF AT APRX 0816 CDT. AT APRX 0820, THE ACFT WAS RADAR IDENTIFIED ABOUT 1 MI SOUTH OF ROUND ROCK, TX, HEADING EASTBOUND. THE PLT WAS ISSUED AN IFR CLNC, AS FILED, & WAS CLRD TO CLIMB FROM 2000 TO 7000 FT. APRX 1 MIN LATER, AN ATC CONTROLLER NOTICED THAT THE ACFT HAD TURNED NORTHBOUND & QUERIED THE PLT, BUT THE PLT'S RESPONSE WAS UNREADABLE. SHORTLY AFTER THAT, RADAR & RADIO CONTACT WERE LOST. A WITNESS STATED THAT SHE HEARD "THE ROAR OF AIRPLANE ENGINES", BUT ALSO STATED "IT SEEMED TO BE HAVING ENGINE TROUBLE." SHE REPORTED THAT THE ACFT BANKED RGT AS IF TO LAND, BUT HIT A FENCE, THEN A HUGE FIRE ERUPTED. THE ACFT WAS DEMOLISHED BY FIRE. BOTH ENGS WERE DISASSEMBLED & INSPECTED, BUT NO FAILURES WERE NOTED, EXCEPT WHERE THE LEFT ENG OIL SUMP WAS PUSHED IN. AT AUSTIN, TX, THE WX (IN PART) WAS: 400 FT OVC, VIS 1/2 MI WITH FOG.

Brief of Accident (Continued)

File No. - 3391

10/19/82

ROUND ROCK, TX

A/C Reg. No. N1820N

Time (Lcl) - 0821 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNDETERMINED
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. 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) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3220 10/23/82 ABILENE, TX A/C Reg. No. N7937D Time (Lcl) - 2145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH H35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - RADIO	LUBBOCK, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ABILENE, TX	ABILENE MUNICIPAL
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 11500/ 150
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1435
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 44
		Last 90 Days- 80
		Multi-Eng - 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE EXTENDED THE GEAR ABOUT 10 TO 15 MILES OUT TO HOLD DOWN THE SPEED AND DESCEND. BEFORE LANDING, HE NOTED THAT NONE OF HIS LIGHTS WERE WORKING AND HE WAS UNABLE TO COMMUNICATE WITH ABILENE RADIO. REPORTEDLY, HE ASSUMED THE GEAR WAS DOWN BECAUSE HE FELT THE TRIM CHANGE. WHEN THE NOSE GEAR TOUCHED DOWN DURING LANDING, ALL OF THE LANDING GEAR COLLAPSED. THE PILOT STATED THAT HE HAD BECOME COMPLACENT AFTER FLYING FOR 8 HRS.

Brief of Accident (Continued)

File No. - 3220

10/23/82

ABILENE, TX

A/C Reg. No. N7937D

Time (Lc1) - 2145 CDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. ELECTRICAL SYSTEM - FAILURE, TOTAL
3. LANDING GEAR - UNLOCKED
4. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3210 10/24/82 SWEETWATER, TX

A/C Reg. No. N38449

Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -AIR SHOW/RACING

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER J-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SWEETWATER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 21

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 5
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	49	Last 90 Days-	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE CONFEDERATE AIR FORCE FAILED TO SHOW UP FOR AN AIRSHOW THE PILOT WAS ASKED TO MAKE SOME LOW PASSES OVER THE AIRPORT AND EXPLOSIVE CHARGES WERE TO BE SET OFF TO SIMULATE BOMB BURSTS. DURING ONE LOW PASS THE CHARGES WERE EXPLODED TOO SOON. THE CONCUSSION BUCKLED THE RIBS IN THE LEFT WING,BLEW OUT THE WINDSHIELD AND BLEW ALL THE INSPECTION PANELS OFF THE AIRCRAFT. THE PILOT MADE AN EMERGENCY LANDING ON THE AIRPORT WITH NO FURTHER DAMAGE.

Brief of Accident (Continued)

File No. - 3210

10/24/82

SWEETWATER, TX

A/C Reg. No. N38449

Time (Lc1) - 1645 CDT

Occurrence #1 EXPLOSION
Phase of Operation MANEUVERING

Finding(s)

1. WING, WING RIB - BUCKLED
2. DOOR, INSPECTION - EXPLODED
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - BURST
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - GROUND PERSONNEL
6. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) IN IMPROPER SEQUENCE - GROUND PERSONNEL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3361 10/27/82 CARROLLTON, TX A/C Reg. No. N100FD Time (Lcl) - 1120 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

IN FLIGHT

ON GROUND

Crew

Pass

Other

Fatal

1

2

1

Injuries

Serious

0

0

0

Minor

0

0

0

None

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-31P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TG10-541-E1A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 425 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 160/015 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 2000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OPELOUSAS, LA

Destination

DALLAS, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LOVE FIELD

Runway Ident - 13L

Runway Lth/Wid - 7753/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - RADAR ADVISORIES

Type Apch/Lndg - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10024

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 6888

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PA-31P WAS BEING RADAR VECTORED BY DFW APPROACH CONTROL (A/C) TO ITS FINAL APPROACH COURSE FOR LANDING ON RWY 13L AT DALLAS LOVE FIELD. THE LAST RECEIVED & ACKNOWLEDGED INSTRUCTIONS WERE TO DESCEND & MAINTAIN 2,000 FT & TURN TO A LEFT HEADING OF 190 DEG. PREVIOUSLY HE HAD BEEN ON A SW HEADING & DESCENDING FROM 3,000 FT. THE C-337G HAD DEPARTED THE ADDISON ARPT & WAS UNDER THE CONTROL OF THE ADDISON TOWER. THE C-337G DEPARTED RWY 15 & WAS TO MAKE A RIGHT CLIMBING TURN OF ABOUT 180 DEG. TWO MINUTES AFTER TAKEOFF THE PLT REQUESTED & RECEIVED PERMISSION FOR A FREQ CHANGE. 24 SECONDS LATER THE PLT CONTACTED DFW A/C STATING HE HAD JUST DEPARTED ADDISON & WAS CLIMBING TO 2,500 FT ON A 300 DEG HEADING. A/C MISUNDERSTOOD THE PLT'S DEPARTURE POINT & HE WAS INSTRUCTED TO CONTACT A/C ON 120.5. THE 2 ACFT IMMEDIATELY COLLIDED. THE WX WAS 2,000 FT BROKEN CEILING. 2 WITNESSES STATED THEY COULD SEE MORE BLUE SKY THAN CLOUD. AN EX-MILITARY METEOROLOGIST OBSERVED THE FIREBALL IN THE CLOUDS FROM HIS POSITION 8 MILES FROM THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 3361

10/27/82

CARROLLTON, TX

A/C Reg. No. N100FD

Time (Lcl) - 1120 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - CLOUDS

2. VFR PROCEDURES - IMPROPER - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3361 10/27/82 CARROLLTON, TX A/C Reg. No. N72430 Time (Lcl) - 1120 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass 0	0	0	0
Accident Occurred During -CLIMB	ON GROUND	Other 3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 337G	Eng Make/Model - CONTINENTAL IO-360-G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4630	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ADDISON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NOCONA, TX	ADDISON
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7200/ 100
Cloud Conditions(1st) - 2000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
ME LAND	Months Since -	Last 24 Hrs - UNK/NR
	Aircraft Type - C-337G	Make/Model- 209
		Instrument- UNK/NR
		Multi-Eng - 209
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PA-31P WAS BEING RADAR VECTORED BY DFW APPROACH CONTROL (A/C) TO ITS FINAL APPROACH COURSE FOR LANDING ON RWY 13L AT DALLAS LOVE FIELD. THE LAST RECEIVED & ACKNOWLEDGED INSTRUCTIONS WERE TO DESCEND & MAINTAIN 2,000 FT & TURN TO A LEFT HEADING OF 190 DEG. PREVIOUSLY HE HAD BEEN ON A SW HEADING & DESCENDING FROM 3,000 FT. THE C-337G HAD DEPARTED THE ADDISON ARPT & WAS UNDER THE CONTROL OF THE ADDISON TOWER. THE C-337G DEPARTED RWY 15 & WAS TO MAKE A RIGHT CLIMBING TURN OF ABOUT 180 DEG. TWO MINUTES AFTER TAKEOFF THE PLT REQUESTED & RECEIVED PERMISSION FOR A FREQ CHANGE .24 SECONDS LATER THE PLT CONTACTED DFW A/C STATING HE HAD JUST DEPARTED ADDISON & WAS CLIMBING TO 2,500 FT ON A 300 DEG HEADING. A/C MISUNDERSTOOD THE PLT'S DEPARTURE POINT & HE WAS INSTRUCTED TO CONTACT A/C ON 120.5. THE 2 ACFT IMMEDIATELY COLLIDED. THE WX WAS 2,000 FT BROKEN CEILING. 2 WITNESSES STATED THEY COULD SEE MORE BLUE SKY THAN CLOUD. AN EX-MILITARY METEOROLOGIST OBSERVED THE FIREBALL IN THE CLOUDS FROM HIS POSITION 8 MILES FROM THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 3361

10/27/82

CARROLLTON, TX

A/C Reg. No. N72430

Time (Lc1) - 1120 CDT

Occurrence MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3332 11/02/82 NORMANGEE, TX A/C Reg. No. N612J Time (Lcl) - 1018 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED				
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor
Accident Occurred During -DESCENT			3	0	0
				0	0
				0	0

-----Aircraft Information-----

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TSIO-520-P	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
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 - TELEPHONE	CORPUS CHRISTI, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY, MO	
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1000 FT BROKEN	Type of Clearance - RADAR ADVISORIES	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 - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 20000
SE LAND, ME LAND	Months Since -	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 350
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Multi-Eng - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A COMPANY PLT RECEIVED TWO WX BRIEFINGS FROM THE SAN ANTONIO FSS, ONE WAS AT ABOUT 1700 THE DAY BEFORE THE ACCIDENT & THE OTHER ON 11/2. AFTER EACH WX BRIEFING THE COMPANY PLT BRIEFED THE PLT OF THE ACCIDENT ACFT. THE ACFT DEPARTED AT ABOUT 0835. AT 0953 THE PLT CONTACTED FLIGHT WATCH & WAS ADVISED OF A CONVECTIVE SIGMET OF EMBEDDED THUNDERSTORMS. AT 1001 THE PLT REQUESTED & WAS CLEARED TO FL190. THIS WAS THE LAST RADIO CONTACT WITH THE ACFT. IN FLIGHT SEPARATION OF THE WINGS, VERTICAL & HORIZONTAL STABILIZERS OCCURRED. THE ACFT PENETRATED A DENSE AREA OF THUNDERSTORMS WITH ACTIVITY UP TO INTENSE (LEVEL 5) & PROBABLY ENCOUNTERED SEVERE TURBULENCE. IN ADDITION THERE WOULD PROBABLY BEEN MODERATE TO SEVERE ICING IN RAIN SHAFTS WITHIN THE THUNDERSTORMS AT THE ACFT'S FLIGHT ALTITUDE. THE 0817 WX BRIEFING WAS INADEQUATE IN THAT THE AREA FORECAST WHICH WARNED OF THUNDERSTORM ACTIVITY ENROUTE WAS NOT UTILIZED.

Brief of Accident (Continued)

File No. - 3332

11/02/82

NORMANGEE, TX

A/C Reg. No. N612J

Time (Lc1) - 1018 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
4. WEATHER CONDITION - ICING CONDITIONS
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING, SPAR - OVERLOAD
9. WING, SPAR - FAILURE, TOTAL
10. WING - SEPARATION
11. HORIZONTAL STABILIZER SURFACE - OVERLOAD
12. HORIZONTAL STABILIZER SURFACE - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3328 11/20/82 SHERMAN, TX A/C Reg. No. N20576 Time (Lcl) - 1230 CST

-----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 -MANEUVERING			0	1	0	0	
				1	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEXHOMA, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DALLAS, TX	
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 30000 FT SCATTERED	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 - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since -	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) - NONE

-----Narrative-----

THE PASSENGER STATED THAT AFTER TAKEOFF FROM DALLAS THE PLT DRANK 6 CANS OF BEER BEFORE LANDING AT TEXHOMA. WHILE TAXIING FROM LANDING THE PLT ALLOWED THE LEFT WING TO COLLIDE WITH A TREE PUTTING A DENT IN THE LEADING EDGE. THEY THEN WENT TO A RESTAURANT WHERE THE PLT CONSUMED 3 MORE CANS OF BEER. THEY THEN DEPARTED TEXHOMA FOR THE RETURN FLT TO DALLAS. ENROUTE THE PLT PERFORMED SEVERAL ACROBATIC MANEUVERS PRIOR TO COLLIDING WITH THE TOPS OF SEVERAL SMALL TREES & CRASHING ON A ROAD. THE TROOPER WHO RESPONDED TO THE ACCIDENT STATED THAT THE PLT "WAS VERY INTOXICATED."

Brief of Accident (Continued)

File No. - 3328

11/20/82

SHERMAN, TX

A/C Reg. No. N20576

Time (Lcl) - 1230 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3268 11/28/82 CORSICANA, TX

A/C Reg. No. N8080P

Time (Lcl) - 1434 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	1	1

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 290/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WOODVILLE, TX
Destination
FORTH WORTH, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CORSICANA AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 329 Last 24 Hrs - 1
Make/Model - 167 Last 30 Days - UNK/NR
Instrument - 72 Last 90 Days - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG SEIZED AT 6,000 FT. DUE TO UNSUITABLE SURROUNDING TERRAIN THE PLT ELECTED TO LAND ON A HIGHWAY. THE PLT LEFT THE GEAR UP UNTIL 50 FT AGL TO CLEAR A POWER LINE CROSSING THE HIGHWAY. THE ACFT TOUCHED DOWN WITH THE GEAR PARTIALLY EXTENDED. ENG TEARDOWN REVEALED THAT THE #5 CYLINDER EXHAUST VALVE FAILED IN THE AREA BETWEEN THE STEM & THE HEAD CAUSING A FAILURE OF THE #5 CONROD & CYLINDER.

Brief of Accident (Continued)

File No. - 3268

11/28/82

CORSICANA, TX

A/C Reg. No. N8080P

Time (Lc1) - 1434 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, PARTIAL
 3. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3349 12/05/82 GARLAND, TX A/C Reg. No. N6745W Time (Lcl) - 2200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 315/005 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 - NIGHT (BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point PLANO, TX</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</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 - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 239
SE LAND	Months Since -	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING AT NIGHT, THE ENGINE BEGAN TO BACK FIRE AND THERE WAS A LOSS OF RPM AND METAL-TO-METAL SOUNDS. THE PILOT ATTEMPTED TO RESTORE THE POWER, BUT TO NO AVAIL. DURING A FORCED LANDING IN DARKNESS, THE PILOT SAW TREES WHEN THE PLANE WAS ABOUT 50 FT AGL, BUT TOO LATE TO AVOID A COLLISION. THE LEFT WING STRUCK A TREE AND WAS SHEARED OFF. AN INVESTIGATION REVEALED THAT THE #4 EXHAUST VALVE, PN.74541, HAD FAILED. THE VALVE HAD ACCUMULATED 1808 HRS SINCE INSTALLATION.

Brief of Accident (Continued)

File No. - 3349

12/05/82

GARLAND, TX

A/C Reg. No. N6745W

Time (Lc1) - 2200 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LIGHT CONDITION - NIGHT
3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3363 12/16/82 CARLSBAD, TX

A/C Reg. No. N6662Y

Time (Lcl) - 2323 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

3

0

0

0

Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - BEECH A36

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 - 3600

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 6

Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/006 KTS

Visibility - 50.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

MIDLAND, TX

Destination

SAN ANGELO, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since -

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 255

Make/Model- UNK/NR

Instrument- 46

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND PASSENGERS HAD DEPARTED THE SAN ANGELO AIRPORT AT ABOUT 1800 CST ON THE DAY OF THE ACCIDENT. THEY STOPPED AT MIDLAND, TX WHERE THEY BORROWED A COURTESY CAR AND DROVE TO A RESTAURANT. LATER, THE AIRCRAFT DEPARTED ON A RETURN FLIGHT. AT ABOUT 2320 CST, THE PILOT MADE A RADIO CALL (INTENDED TO THE SAN ANGELO TOWER) AND ANNOUNCED THAT HE WAS 17 MILES NORTHWEST FOR LANDING. THE AIRCREW OF RIO AIRLINES FLIGHT 715 HEARD THE TRANSMISSION AND INFORMED THE PILOT THAT THE TOWER WAS CLOSED, BUT THE RUNWAY LIGHTS WERE ON. SHORTLY THEREAFTER, THE AIRCRAFT COLLIDED WITH SLIGHTLY RISING TERRAIN IN A NEAR LEVEL FLIGHT ATTITUDE. THE PLANE BOUNCED AND CONTINUED ANOTHER 384 FT BEFORE THE SECOND GROUND IMPACT. THE MAIN WRECKAGE CONTINUED ANOTHER 420 FT BEFORE IT CAME TO REST AND BURNED. THE IMPACT AREA WAS IN SPARSELY POPULATED RANGE LAND WHERE THERE WAS AN ABSENCE OF LIGHTS. NO PREIMPACT MALFUNCTION OR FAILURES WERE EVIDENT.

Brief of Accident (Continued)

File No. - 3363

12/16/82

CARLSBAD, TX

A/C Reg. No. N6662Y

Time (Lcl) - 2323 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3369 12/16/82 BENAVIDES, TX A/C Reg. No. N5906M Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Injuries		
		Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 340
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5975
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-1
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 070/007 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
GUADALAJARA, MX
Destination
UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA, ME SEA

Age - 40

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 579	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A DEER HUNTER SAW THE AIRCRAFT ON A FINAL APPROACH TO AN OPEN FIELD AT DUSK, WITH THE GEAR AND FLAPS DOWN. HE STATED THAT WHEN IT WAS AT ABOUT 100 FT AGL, THE NOSE PITCHED DOWN AND THE PLANE STRUCK THE GROUND AND BURST INTO FLAMES. THE AIRCRAFT WAS LOADED WITH AN ESTIMATED 600 LBS OF MARIJUANA, MOST OF WHICH WAS CONSUMED BY FIRE. A HIGH ALTITUDE NAVIGATIONAL CHART WAS FOUND NEAR THE WRECKAGE. THE CHART CONTAINED A LINE BETWEEN TWO NAVIGATIONAL POINTS (ONE IN MEXICO & ONE IN THE UNITED STATES). THE AIRCRAFT HAD BEEN STOLEN.

Brief of Accident (Continued)

File No. - 3369

12/16/82

BENAVIDES, TX

A/C Reg. No. N5906M

Time (Lc1) - 1830 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - DUSK
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3370 12/19/82 NEAR MCALLEN, TX A/C Reg. No. N42717 Time (Lcl) - 2030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 182L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/007 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
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
HELICOPTER

Age - 25

Biennial Flight Review

Current - YES
Months Since -
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - 210
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED MCALLEN, TX AT 1903 CST TO AN UNKNOWN DESTINATION. DURING DEPARTURE, IT WAS OBSERVED HEADING NORTHWEST. ABOUT 1 1/2 HRS LATER, IT WAS AGAIN OBSERVED IN THE VICINITY, ABOUT 7 MILES NORTHWEST OF MCALLEN, TX. WITNESSES STATED THAT THE PLANE MADE SEVERAL PASSES WITH NO LIGHTS ON, THEN CRASHED AND BURNED. TWO OF THE WITNESSES THOUGHT THE PILOT WAS LANDING WHEN THE ACCIDENT OCCURRED. AFTER THE CRASH, VOICES WERE HEARD IN THE AREA. AN INVESTIGATION REVEALED THAT THE PLANE'S RIGHT WING HAD STRUCK A TREE BEFORE GROUND IMPACT. ABOUT 200 LBS OF MARIJUANA WAS ABOARD THE AIRCRAFT AND ANOTHER 200 LBS WAS LOCATED ON THE GROUND IN THE IMMEDIATE AREA.

Brief of Accident (Continued)

File No. - 3370

12/19/82

NEAR MCALLEN, TX

A/C Reg. No. N42717

Time (Lc1) - 2030 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3295 12/23/82 SAN ANTONIO, TX A/C Reg. No. N206H Time (Lcl) - 0821 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	Pass 2	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire NONE
Crew 1
Pass 2

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3500
No. of Seats - 5

Eng Make/Model - ALLISON 250-C-20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 090/004 KTS
Visibility - 1.000 SM
Cloud Conditions(1st) - 300 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRACKETTVILLE, TX
Destination
HOUSTON, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 44
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 200
Make/Model- 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-----

THE ACFT DEPARTED BRACKETTVILLE AT 0715 & AT 0740 CONTACTED UVALDE UNICOM FOR THEIR WX. WHEN INFORMED THAT UVALDE WAS "ZERO-ZERO" THE FLT CONTINUED EAST. THE ACFT WAS LATER OBSERVED & HEARD FLYING ABOVE THE LOW INDEFINITE CEILING SHORTLY BEFORE IMPACTING THE GROUND IN A TIGHT DESCENDING RIGHT HAND TURN AT HIGH VELOCITY. WITNESSES AT THE ACCIDENT SITE REPORTED 60-200 FT CEILINGS & VISIBILITY WELL BELOW 1 MI.

Brief of Accident (Continued)

File No. - 3295

12/23/82

SAN ANTONIO, TX

A/C Reg. No. N206H

Time (Lcl) - 0821 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INTENTIONAL - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - LOW CEILING
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

7. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3330 12/31/82 HOUSTON, TX A/C Reg. No. N6610Y Time (Lc1) - 0815 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210N	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ADDISON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	WEISER
Wind Dir/Speed- 100/013 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3570/ 110
Cloud Conditions(1st) - 500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 3800 FT OVERCAST	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - UNK/NR	Total - 1650
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 430
		Multi-Eng - 10
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENROUTE IN IMC THE ACFT HAD A COMPLETE ELECTRICAL FAILURE. THE PLT DESCENDED TO VFR CONDITIONS & ELECTED TO LAND AT WEISER ARPT. THE PLT LOWERED THE GEAR ELECTRICALLY BUT DID NOT RECEIVE A GREEN DOWN & LOCKED INDICATION. HE THEN PUMPED THE EMERGENCY EXTENSION HANDLE BUT STILL DID NOT GET A GREEN DOWN & LOCKED INDICATION. THE MAIN GEAR RETRACTED DURING THE LANDING. HAD THE PLT CONTINUED TO MANUALLY PUMP HE WOULD HAVE LOCKED THE GEAR DOWN. THE ALTERNATOR FAN BLADE HAD SEPARATED & EXITED THROUGH THE ENG COWLING. THE RESULTANT VIBRATION CAUSED THE ALTERNATOR GROUND WIRE TO SEPARATE FROM ITS ATTACH POINT CAUSING THE TOTAL ELECTRICAL FAILURE.

Brief of Accident (Continued)

File No. - 3330

12/31/82

HOUSTON, TX

A/C Reg. No. N6610Y

Time (Lc1) - 0815 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, PARTIAL
2. ELECTRICAL SYSTEM, ALTERNATOR - SEPARATION
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - VIBRATION
4. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED
5. ELECTRICAL SYSTEM - FAILURE, TOTAL

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
8. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3258 4/27/82 COALVILLE, UT A/C Reg. No. N8684F Time (Lcl) - 1255 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL SURVEY	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	1	0

-----Aircraft Information-----

Make/Model - HUGHES 369D (500D)	Eng Make/Model - ALLISON 250C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 4	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HENEFER, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 225/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4050
SE LAND	Months Since -	Make/Model- 2010
HELICOPTER	Aircraft Type - HUGHES	Instrument- 10
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - 4009

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER MADE A HARD LANDING AFTER THE PILOT EXPERIENCED A POWER TRAIN FAILURE WHILE FLYING LOW AND SLOW. THE WEATHER WAS VMC AND A VFR FLIGHT PLAN WAS FILED. THE CREW WAS SEARCHING FOR LOST MINING EQUIPMENT IN A LOW SLOW SEARCH PATTERN. THE PILOT HEARD THE ENGINE OUT AUDIO IN HIS HEAD SET AS HE WAS LOOKING OUT. HE MANAGED TO AVOID TREES WHILE DESCENDING BUT MADE A HARD LANDING ON A STEEP SLOPE AND THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 3258

4/27/82

COALVILLE,UT

A/C Reg. No. N8684F

Time (Lc1) - 1255 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - DOWNHILL
3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3255

9/14/82

VERNAL,UT

A/C Reg. No. N758JM

Time (Lcl) - 1600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -HUNTING

Fire

Crew

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA R172K

Eng Make/Model - CONTINENTAL IO-360-KB

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1700

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 195 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 315/005 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RANGELY,CO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 76

Last 24 Hrs - 0

SE LAND

Months Since -

Make/Model- 1

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 2

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES WHILE LOW FLYING ON A LOCAL FLIGHT. TWO AIRCRAFT PILOTED BY STUDENTS FROM A NEARBY COLLEGE HAD BEEN SEEN FLYING LOW AND CLOSE TO EACH OTHER AROUND THE LOCAL MOUNTAINOUS TERRAIN. THE STUDENTS WERE ENROLLED IN THE COLLEGE AVIATION PROGRAM. THEY WERE RETURNING TO LAND WHEN ONE AIRCRAFT MADE A STEEP LEFT TURN AND IMPACTED THE MOUNTAIN.

Brief of Accident (Continued)

File No. - 3255

9/14/82

VERNAL,UT

A/C Reg. No. N758JM

Time (Lc1) - 1600 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT -- TREE(S)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. TERRAIN CONDITION - SUBMERGED OBJECT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3397 11/08/82 ORDERVILLE,UT A/C Reg. No. N5149D Time (Lc1) - 1602 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	1	Serious	0	Minor
Type of Operation - PERSONAL	Fire	Crew	1	0	0	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PROVO,UT	
Completeness - SELF	Destination	Airport Data
Basic Weather - IMC	PRESCOTT,AZ	
Wind Dir/Speed- 315/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .500 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 500 FT PART OBSC	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 74	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1177
SE LAND	Months Since -	Last 24 Hrs - 0
	Aircraft Type - C-182	Make/Model- 537
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 45
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN MOUNTAINOUS TERRAIN ON A X-COUNTRY IN BAD WEATHER. THE PLT HAD RECEIVED A WEATHER BRIEFING WHICH HAD INCLUDED THE CAUTION THAT VFR FLT WAS NOT RECOMMENDED. ALSO THE ACFT HAD NO RADIO SO THE PLT TOLD THE BRIEFER TO ASSUME HIM OFF AT 1330 HOURS. THE PLT HAD FLOWN THE PROPOSED ROUTE MANY TIMES. THIS TIME THE ACFT WAS REPORTED AS MISSING WHEN IT FAILED TO ARRIVE AT DESTINATION. THE ACFT WAS NOT FOUND UNTIL 6/4/83. THE ACFT HAD IMPACTED THE MOUNTAINOUS TERRAIN IN A WINGS LEVEL 70 DEGREE NOSE LOW ATTITUDE AT HIGH SPEED. IT MADE A CRATER ABOUT 3 FT DEEP. A FAST MOVING FRONT HAD MOVED THROUGH THAT AREA ON THE ACCIDENT DAY AT ABOUT THE PRESUMED TIME OF THE ACCIDENT ACCORDING TO THE DEPUTY SHERIFF WHO IS ALSO A PRIVATE PLT. ABOUT 1/2 INCH OF SNOW FELL IN A SHORT TIME AND IT DID NOT MELT ACCORDING TO THE SHERIFF.

Brief of Accident (Continued)

File No. - 3397

11/08/82

ORDERVILLE,UT

A/C Reg. No. N5149D

Time (Lc1) - 1602 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

7. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - HIGH TERRAIN
10. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3275 11/24/82 TREMONTON,UT A/C Reg. No. N6011N Time (Lcl) - 1631 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	1	0	0	0
Pass	2	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 689 Last 24 Hrs - UNK/NR
Make/Model- 106 Last 30 Days- UNK/NR
Instrument- 12 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING OVER THE INTERSTATE HIGHWAY APPROXIMATELY 100 FT AGL PRIOR TO COLLIDING WITH TWO HIGH VOLTAGE POWER TRANSMISSION LINES.

Brief of Accident (Continued)

File No. - 3275

11/24/82

TREMONTON,UT

A/C Reg. No. N6011N

Time (Lc1) - 1631 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. OBJECT - WIRE,TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3399 8/20/82 FT. PICKETT,VA A/C Reg. No. N90910 Time (Lcl) - 2127 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -PERSONAL	Fire	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0
Accident Occurred During -UNKNOWN				

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHESTERFIELD,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FREDERICKSBURG,VA	Runway Ident - 36
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1764
SE LAND,ME LAND	Months Since -	Last 24 Hrs - UNK/NR
	Aircraft Type - J-3	Make/Model- 38
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 11
		Multi-Eng - 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AT FT PICKETT SHORTLY AFTER A SIMILIAR ACFT WAS SEEN TRYING TO APPROACH BLACKSTONE ARMY AIRFIELD. THIS ACFT MADE A GO-AROUND AND DISAPPEARED TO THE SOUTH. THE WRECKED ACFT WAS FOUND 3.5 MILES SOUTH OF THE ARPT 8 MONTHS LATER. THE AIRCRAFT HAD HIT LEFT WING FIRST AND BOUNCED ABOUT 80 FT TO A FINAL RESTING PLACE WITH THE RIGHT WING FOLDED OVER THE LEFT. THE FLAMMABLE PARTS OF THE WRECKAGE WERE CONSUMED IN A POST ACCIDENT FIRE. THE ONLY COCKPIT INSTRUMENT READABLE WAS THE VSI WHICH SHOWED MORE THAN 2000 FT/MINUTE DESCENT. THIS ACFT WAS FROM MANASSAS AND HAD LANDED AT CHESTERFIELD FOR FUEL. ITS DESTINATION WAS FREDERICKSBURG WHICH IS ABOUT 55 MILES NORTH OF CHESTERFIELD. AFTER DEPARTURE AT 1935 HOURS EDT IT DISAPPEARED, AND WAS NEXT OBSERVED AT BLACKSTONE, 25 NM SW OF CHESTERFIELD, AT 2110 HOURS. EXAMINATION OF THE WRECKAGE AND THE PILOTS REMAINS DID NOT DISCLOSE ANY ABNORMALITIES WHICH WOULD HAVE BEEN CAUSAL IN NATURE.

Brief of Accident (Continued)

File No. - 3399

8/20/82

FT. PICKETT, VA

A/C Reg. No. N90910

Time (Lc1) - 2127 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND
6. SPIRAL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3334 11/14/82 SPENCER,VA A/C Reg. No. N3538R Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 7	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-31-310	Eng Make/Model - LYCOMING TIO-540-A2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 8	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPENCER,VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GREENVILLE,SC	BLUE RIDGE AIRPORT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1250
SE LAND,ME LAND	Months Since -	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 125
		Multi-Eng - 350
		Last 24 Hrs - UNK/NR
		Last 30 Days- 25
		Last 90 Days- 45
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FILED AN IFR CLEARANCE AND TOOK OFF ON RUNWAY 30 AFTER DARK. AT THAT TIME, THE AIRPORT MANAGER WAS IN HIS LIVING QUARTERS, GETTING READY TO EAT HIS EVENING MEAL. HE REPORTED THAT FROM HIS POSITION, THE TAKEOFF HEIGHT LOOKED NORMAL. AS THE AIRCRAFT DEPARTED, HE NOTICED NO UNUSUAL SOUNDS, EXCEPT HE HEARD WHAT HE THOUGHT WAS SHOTS FROM A RIFLE. ANOTHER WITNESS HEARD WHAT HE DESCRIBED AS A LOUD POP AND THE SOUND OF ENGINE SPUTTER FOLLOWED BY A CRASH SOUND. LATER, THE AIRCRAFT WRECKAGE WAS FOUND ABOUT 1 1/2 MI NORTHWEST OF THE AIRPORT. THE INVESTIGATION REVEALED THAT IT HAD COLLIDED WITH TREES AND THE WRECKAGE WAS SCATTERED OVER AN AREA ABOUT 1000 FT LONG. NO PREIMPACT MALFUNCTION OR FAILURE OF THE ENGINES WAS FOUND. THE PROPELLER BLADES WERE FOUND TWISTED AND BENT. THE FLIGHT CONTROLS WERE ALL ACCOUNTED FOR AND EXAMINED AND NO PREIMPACT FAILURES WERE FOUND. NO BULLET IMPACT MARKS WERE FOUND ON ANY PIECE OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 3334

11/14/82

SPENCER,VA

A/C Reg. No. N3538R

Time (Lcl) - 1830 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3281 11/19/82 CULPEPPER, VA A/C Reg. No. N555CE Time (Lcl) - 1458 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 050/005 KTS
Visibility - 2.000 SM
Cloud Conditions(1st) - 700 FT BROKEN
Cloud Conditions(2nd) - 1800 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WOODBIDGE, VA
Destination
LYNCHBURG, VA

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)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 16 MIN AFTER TAKEOFF THE PLT REPORTED TO ARTCC THAT HE HAD LOST THE ARTIFICIAL HORIZON, GYRO & VACUUM PUMP. RADIO & RADAR CONTACT WAS LOST SHORTLY THEREAFTER. EXAMINATION OF THE VACUUM PUMP FAILED TO REVEAL A PRE-IMPACT FAILURE OR MALFUNCTION. THE ACFT WAS EQUIPPED WITH A PIPER ALTIMATIC III AUTOPILOT WHICH PROVIDES A BACK-UP SYSTEM ENTIRELY INDEPENDENT OF BOTH THE DIRECTIONAL GYRO & ATTITUDE GYRO, & THE VACUUM SYSTEM. SHOULD THESE FAIL, BY DISENGAGING THE ROLL & PITCH OF THE AUTOPILOT & PLACING THE TOGGLE SWITCH OF THE "AUTOFLITE" (BACK-UP SYSTEM) TO THE ON POSITION, THE ALL ELECTRIC AUTOFLITE WILL TAKE OVER & CONTROL THE ROLL AXIS OF THE ACFT. THE ACFT WAS ALSO REPORTEDLY EQUIPPED WITH AN ELECTRIC TURN COORDINATOR OR TURN & SLIP INDICATOR.

Brief of Accident (Continued)

File No. - 3281

11/19/82

CULPEPPER, VA

A/C Reg. No. N555CE

Time (Lcl) - 1458 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. VACUUM SYSTEM - FAILURE, TOTAL
2. VACUUM SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. WEATHER CONDITION - LOW CEILING
4. AUTOPILOT - NOT USED - PILOT IN COMMAND
5. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

Brief of Accident

----Basic Information----

----Aircraft Information----

----Environment/Operations Information----

-----Personnel Information-----

Instrument Rating(s) - AIRPLANE

---Narrative---

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Brief of Accident (Continued)

File No. - 3242

11/22/82

RICHMOND,VA

A/C Reg. No. N3528U

Time (Lcl) - 1902 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION
 2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,PARTIAL
 3. ENGINE ASSEMBLY,CRANKCASE - CRACKED
-

Occurrence #2 FIRE,
Phase of Operation CLIMB - TO CRUISE

Finding(s)

4. FUEL SYSTEM,LINE - DISCONNECTED
 5. FUEL SYSTEM,LINE - FIRE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3269 12/18/82 RICHLAND,WA

A/C Reg. No. N82PB

Time (Lcl) - 1350 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - BURKE-PARKER QUICKIE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 1

Eng Make/Model - ONAN DD-13
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 18 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 315/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RICHLAND
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - UNK/NR
Months Since -
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 720	Last 24 Hrs	- UNK/NR
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES FIRST OBSERVED THE ACFT PROCEEDING SOUTHBOUND OVER THE DEPARTURE END OF RWY 19 AT AN ALTITUDE OF APPROXIMATELY 50 FT. THE ACFT THEN CONTINUED SOUTHBOUND AT TREE-TOP LEVEL FOR APPROXIMATELY 1 MILE IN LEVEL FLT. IT THEN TURNED EASTBOUND & SHORTLY AFTER ROLLING OUT OF THE TURN STRUCK THE TOP BRANCHES OF A SCRUB TREE APPROXIMATELY 115 FT HIGH.

Brief of Accident (Continued)

File No. - 3269

12/18/82

RICHLAND,WA

A/C Reg. No. N82PB

Time (Lcl) - 1350 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3313 7/18/82 PINE VALLEY TOWNSHIP,WI A/C Reg. No. N85580 Time (Lcl) - 2004 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NEILSVILLE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since -
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	199	Last 24 Hrs	- UNK/NR
Make/Model	-	130	Last 30 Days	- 3
Instrument	-	12	Last 90 Days	- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING AT A LOW ALTITUDE TO A POINT 1/4 MI NE OF THE TOWN OVER A WOODED AREA & BEGAN A TURN TO THE LEFT. DURING THE TURN THE BANK CONTINUED TO INCREASE & THEN THE NOSE DROPPED & THE ACFT DESCENDED STEEPLY INTO THE TREES. THE POLICE REPORTED THAT WHILE THEY WERE AT THE ACCIDENT SITE THEY OBSERVED NUMEROUS DEER IN THE WOODS. 300 FT NORTH OF THE ACCIDENT SITE WAS AN OPEN FIELD.

Brief of Accident (Continued)

File No. - 3313

7/18/82

PINE VALLEY TOWNSHIP, WI

A/C Reg. No. N85580

Time (Lc1) - 2004 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3227 12/11/82 SUMMERVILLE,WV A/C Reg. No. N1621R Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEWISBURG,WV	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	MOUNDSVILLE,WV	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 15
		Instrument- 0
		Last 30 Days- 12
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

ON 12/10/82, THE STUDENT PLT DEPARTED ON A SUPERVISED SOLO X-COUNTRY FROM MOUNDSVILLE, WV TO HUNTINGTON, WV, WHITE SULPHUR SPRINGS, WV AND BACK TO MOUNDSVILLE. WX CONDS DETERIORATED DRG THE 1ST 2 LEGS OF THE FLT AND THE STUDENT'S FLT INSTRUCTOR (CFI) TOLD HIM TO WAIT FOR THE WX TO IMPROVE. THE STUDENT OBJECTED, BUT RMND OVR NGT. WHEN THE WX DID NOT IMPROVE THE NEXT DAY, THE STUDENT INSISTED HE COULD NOT REMAIN ANOTHER DAY. THE CFI APPROVED A FLT ACROSS THE NEXT RIDGE TO LEWISBURGH, WV, NOT BEYOND, AND SAID HE WOULD ATMT TO PICK HIM UP IN THE AFTERNOON. AFTER THE STUDENT ARRIVED AT LEWISBURGH, THE WX WORSENER (ICG CONDS) & THE CFI CANCELED HIS FLT TO PICK UP THE STUDENT. THE STUDENT INDCD HE WOULD FIND A PLACE TO STAY OVR NGT & TOLD THE CFI HE WLD CALL IN 1-2 HRS. WHEN THE CFI DID NOT GET A CALL, HE INITIATED A RAMP CHECK, THEN A SEARCH. THE STUDENT'S PLANE WAS FOUND WHERE IT FLEW INTO THE SIDE OF A MTN AT NGT. NO PREIMPACT FAILURE OR MALFUNCTIONS WERE FOUND WITH THE AIRFRAME OR ENG.

Brief of Accident (Continued)

File No. - 3227

12/11/82

SUMMERVILLE,WV

A/C Reg. No. N1621R

Time (Lcl) - 1800 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER DECISION,PRESSURE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - ICING CONDITIONS
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3209

1/11/82

RIVERTON,WY

A/C Reg. No. N6558A

Time (Lcl) - 1911 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	1	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 1.750 SM
Cloud Conditions(1st) - 1200 FT INDEFINITE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WAHPETON,ND

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RIVERTON REGIONAL
Runway Ident - 28
Runway Lth/Wid - 8200/ 150
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since -
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	737	Last 24 Hrs -	1
Make/Model-	388	Last 30 Days-	8	
Instrument-	63	Last 90 Days-	22	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED A HILL IMMEDIATELY AFTER TAKING OFF. THE WRECKAGE WAS LOCATED 8,000 FT BEYOND THE DEPARTURE END OF RWY 28 & 1,800 FT LEFT OF THE RWY CENTERLINE EXTENDED. THE ACCIDENT SITE WAS APPROXIMATELY 55 FT ABOVE THE AIRPORT ELEVATION. WITNESSES OBSERVED THE ACFT MANEUVERING AT LOW ALTITUDE DURING A SNOW STORM. THE FLT HAD ORIGINALLY DEPARTED JACKSON,WY EARLIER IN THE DAY, BUT DIVERTED TO RIVERTON DUE TO AN OIL LEAK CAUSED BY THE OIL CAP NOT BEING IN PLACE. THE FLT REMAINED IN RIVERTON APPROXIMATELY 2 HOURS WHILE THE ACFT & ENG WAS BEING CLEANED. PRIOR TO DEPARTING JACKSON WITNESSES STATED THE PLT WAS "SOMEWHAT RUSHED & ANXIOUS TO DEPART JACKSON" & "THE MAN HAD A BAD CASE OF WHAT YOU MIGHT CALL GET-HOME-ITIS, & HE WAS GOING WHETHER IT WAS VFR OR IFR." THE ACFT WAS APPROXIMATELY 253 LBS OVER MAX GROSS WEIGHT. BOTH INBOARD CLOTH SEAT BELTS SEPARATED AT THE JUNCTURE WHERE THEY PASS THROUGH THE METAL GUIDES LOCATED ON THE SIDES OF EACH SEAT.

Brief of Accident (Continued)

File No. - 3209

1/11/82

RIVERTON,WY

A/C Reg. No. N6558A

Time (Lcl) - 1911 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - SNOW
2. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. LIGHT CONDITION - DARK NIGHT
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)

8. MISC EQPT/FURNISHINGS,SEAT BELT - FAILURE,TOTAL
9. MISC EQPT/FURNISHINGS,SEAT BELT - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3343

4/30/82

LARAMIE,WY

A/C Reg. No. N24166

Time (Lcl) - 1020 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - FUNK B75L
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1350
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 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
LARAMIE,WY
Destination
BRUSH,CO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, WHEN THE AIRCRAFT WAS IN A MOUNTAIN PASS ABOUT 10 MI FROM THE DEPARTURE POINT, IT WAS CAUGHT BY A DOWNDRAFT. REPORTEDLY, HE WAS FORCED TO LAND ON A DIRT TRAIL. DURING THE LANDING, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 3343

4/30/82

LARAMIE,WY

A/C Reg. No. N24166

Time (Lc1) - 1020 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. OBJECT - DOWNDRAFT
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - HIGH DENSITY ALTITUDE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3395 7/16/82 MORTON,WY

A/C Reg. No. N1815U

Time (Lcl) - 1202 MDT

-----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	2	3	6	
Accident Occurred During	-CRUISE			0	5	16	136	

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GE CF6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 440000	Engine Type	- TURBOFAN	Weather Radar	- YES
No. of Seats	- 254	Rated Power	- 37500 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 - VMC	SAN FRANCISCO,CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	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 - NONE	
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)	
ATP	Current - YES	Total - 20000	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since -	Make/Model- 1550	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING IN GOOD WX OVER CENTRAL WYOMING, THE CAPTAIN NOTED A GENTLE WAVE MOTION THAT CAUSED THE AUTOTHROTTLES TO REACT. THEREFORE, HE DISENGAGED THE AUTOTHROTTLES AND AUTOPILOT. THE ACFT HAD LOST 250 FT DRG THE WAVE MOTION, SO THE CAPTAIN TURNED ON THE SEAT BELT SIGN & BEGAN A CLIMB BACK TO 39,000 FT. ABOUT 30 SEC LATER (APRX 4 MIN AFT THE INITIAL WAVE ACTION), THE ACFT EXPERIENCED A SHARP JOLT. THE VERT "G" FORCES WENT FROM MINUS .6 TO POSITIVE 1.6 G IN APRX 1.25 SEC. THE AIR WAS SMOOTH AFTER THE JOLT & NO ACFT SYS WAS AFFECTED. A DOCTOR TREATED THE INJURED WHILE THE FLT CONTINUED TO DESTINATION. A WX SUMMARY INDICATED THAT THE ACFT HAD ENCOUNTERED A MOUNTAIN WAVE AND/OR TURBULENCE WINDSHEAR NEAR THE TROPOPAUSE. INDICATIONS NORMALLY USED TO FORECAST WAVES WERE NOT PRESENT UNTIL THE APPROXIMATE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3395

7/16/82

MORTON,WY

A/C Reg. No. N1815U

Time (Lcl) - 1202 MDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
2. WEATHER CONDITION - WINDSHEAR
3. WEATHER CONDITION - TURBULENCE,CLEAR AIR
4. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
5. SEAT BELT - NOT USED - PASSENGER
6. SEAT BELT - NOT USED - FLIGHT ATTENDANT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3336 8/05/82 NEAR LARAMIE,WY A/C Reg. No. N5433A Time (Lc1) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 50.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RAWLINS,WY

Destination

DENVER,CO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 672 Last 24 Hrs - 3

Make/Model- 143 Last 30 Days- UNK/NR

Instrument- 111 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT ON A PREVIOUS FLIGHT, HE HAD AN ENGINE PROBLEM, IN WHICH, HE WAS UNABLE TO OBTAIN MORE THAN 27 TO 28 INCHES OF MANIFOLD PRESSURE. HE HAD THE ENGINE CHECKED, NO PROBLEM WAS FOUND THAT WOULD HAVE CAUSED THE LOSS OF MANIFOLD PRESSURE, AND ON TAKEOFF, IT WOULD REACH THE RED LINE. THE TAKEOFF WAS NORMAL AND A CLIMB WAS MADE TO 10,500 FT. ABOUT 35 MI FROM LARAMIE, WY, THE MANIFOLD PRESSURE DECREASED TO 17 TO 18 INCHES. UNABLE TO MAINTAIN ALTITUDE, THE PILOT ELECTED TO LAND ALONG A PIPE LINE. DURING THE LANDING ROLL, THE AIRCRAFT HIT A DITCH, THE NOSE GEAR FAILED AND THE PLANE FLIPPED OVER. AN INVESTIGATION REVEALED THAT THE BOSSES FOR THE #6 EXHAUST VALVE ROCKER ARM HAD FAILED, THE #6 INTAKE VALVE PUSH ROD HAD BROKEN AND ITS ROD TUBE WAS KNOCKED OUT OF ALIGNMENT.

Brief of Accident (Continued)

File No. - 3336

8/05/82

NEAR LARAMIE,WY

A/C Reg. No. N5433A

Time (Lcl) - 1430 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
2. ENGINE ASSEMBLY,PUSH ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
5. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3289

12/20/82

GILLETTE,WY

A/C Reg. No. N2671V

Time (Lc1) - 2015 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER

COMMUTER

Aircraft Damage

SUBSTANTIAL

Fatal Injuries

Serious Minor

None

Type of Operation -SCHEDULED,DOMESTIC,PASSENGER

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 135

NONE

Pass

0

0

0

3

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-227AC

Eng Make/Model - GARRETT TPE331

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 14050

Engine Type - TURBOPROP

Weather Radar - YES

No. of Seats - 21

Rated Power - 1000 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 210/020 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

DENVER,WY

Destination

GILLETTE,WY

Airport Proximity

ON AIRPORT

Airport Data

GILLETTE CAMPBELL COUNTY

Runway Ident - 15

Runway Lth/Wid - 6500/ 75

Runway Surface - ASPHALT

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - RADAR ADVISORIES

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 45

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

ATP

Current - YES

Total - 3752

Last 24 Hrs - 2

SE LAND,ME LAND

Months Since -

Make/Model- 900

Last 30 Days- 152

Aircraft Type - SA227

Instrument- 300

Last 90 Days- 340

Multi-Eng - 2789

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DIRECTIONAL CONTROL WAS LOST IN THE EARLY STAGE OF THE TAKEOFF ROLL. THE ACFT DEPARTED THE RWY 400 FT DOWN THE RWY & TRAVELLED 85 FT OFF THE SIDE OF THE RWY. ONE RWY LIGHT WAS DESTROYED. THE ACFT HAD COME FROM THE FACTORY EQUIPPED WITH AN ANTI-SKID BRAKE SYSTEM. THE SYSTEM WAS REPLACED WITH A STANDARD BRAKING SYSTEM PRIOR TO THE ACFT'S FIRST PASSENGER FLT. DURING THIS PROCESS HYDRAULIC LINES ATTACHED TO THE PARKING BRAKE SHUTTLE VALVE UNDER THE INSTRUMENT PANEL AREA WERE INADVERTENTLY REVERSED, ALLOWING BRAKING ACTION TO TAKE PLACE ON THE OPPOSITE LANDING GEAR OF THE BRAKE PEDAL BEING DEPRESSED. THE FLT CREW WAS UNAWARE OF THIS CONDITION SINCE THEY HAD BEEN USING ASYMMETRICAL THRUST FOR DIRECTIONAL CONTROL UNTIL THIS TAKEOFF.

Brief of Accident (Continued)

File No. - 3289

12/20/82

GILLETTE,WY

A/C Reg. No. N2671V

Time (Lc1) - 2015 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - INCORRECT
2. MAINTENANCE,REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. LANDING GEAR,NORMAL BRAKE SYSTEM - ASYMMETRICAL
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3278 12/28/82 ROBERTSON,WY A/C Reg. No. N6252B Time (Lcl) - 1100 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-CRUISE	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA T210M	Eng Make/Model	- CONTIENTAL TS10-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ROCK SPRINGS,WY</p> <p>Destination</p> <p>SALT LAKE CITY,UT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 152
SE LAND	Months Since - UNK/NR	Make/Model- 109
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH GENTLY ROLLING SNOW COVERED TERRAIN. A SMALL EMPTY PLASTIC MEDICINE BOTTLE LABELED NADALOL WAS FOUND AT THE WRECKAGE. NADALOL IS USED TO CONTROL DIZZINESS, FATIGUE & MENTAL DEPRESSION, & IS BASICALLY A BETA BLOCKER. ACCORDING TO THE PLT'S INSURANCE AGENT, THE PLT HAD REITER'S SYNDROME WHICH IS A TRIAD OF SYMPTOMS ASSOCIATED WITH MONGONOCOCCAL URETHRITIS, CONJUNCTIVITIS & ARTHRITIS. HOWEVER IT COULD NOT BE DETERMINED IF THE PLT WAS THEN SUFFERING FROM REITER'S SYNDROME OR HOW RECENTLY HE HAD TAKEN NADALOL.

Brief of Accident (Continued)

File No. - 3278

12/28/82

ROBERTSON,WY

A/C Reg. No. N6252B

Time (Lc1) - 1100 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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