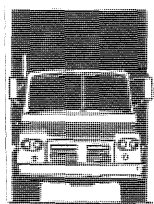
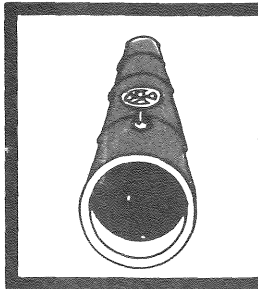
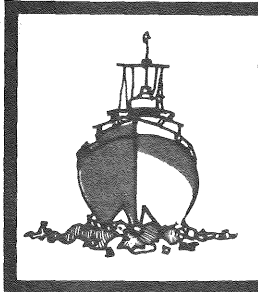
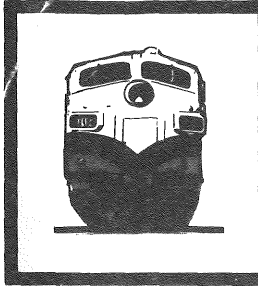
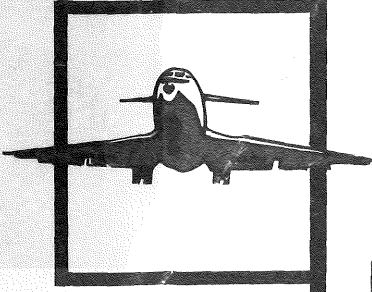


PB85-916902



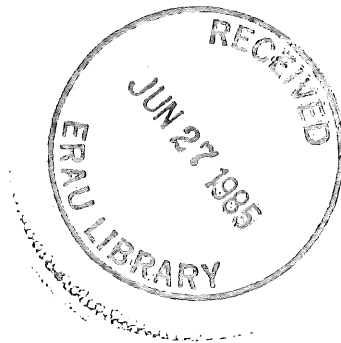
NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1983 ACCIDENTS**



NTSB / AAB-85 / 02

UNITED STATES GOVERNMENT

**Doc
NTSB
AAB
85
02
Issue 1**

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/02		2. Government Accession No. PB85-916902		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U. S. Civil and Foreign Aviation Issue Number 1 - 1983 Accidents				5. Report Date April 9, 1984	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1983 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p align="center">File Numbers: 0001 through 0200</p>					
17. Key Words Aviation accident, probable cause, findings certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 416	
				22. Price	

FOREWARD

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

This publication is issued seventeen (17) times per year and contains approximately 200 U.S. and foreign aircraft accident/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.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board
Public Inquiries Section, AD-46
800 Independence Avenue, S. W.
Washington, D. C. 20594

TABLE OF CONTENTS

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

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-399

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 1

CALENDAR YEAR 1983

File Order Listing - Issue No. 1, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1	30356	020283	OREGON CITY, OR	CESSNA	177A	MINOR	288
2	4013T	021483	OMAHA, NE	BEECH	B23	NONE	230
3	92353	020283	CHILOQUIN, OR	CESSNA	182N	NONE	286
4	1847A	010983	SPRINGFIELD, MO	BEECH	200	NONE	202
5	1798V	022083	SCOTTSBLUFF, NE	CESSNA	140	NONE	232
6	29947	010583	GRANVILLE, PA	NORTH AMERIC	AT-6D	MINOR	302
7	72280	010883	SUSSEX, NJ	CESSNA	140	SERIOUS	238
8	9264J	022183	PULASKI, VA	PIPER	PA-28-180	MINOR	350
9	9639J	062783	MARSHALL, MO	CESSNA	T188C	MINOR	210
10	36166	010683	COLO SPRINGS, CO	SCHWIZER	I-36	NONE	64
11	2639C	010183	WOODBINE, IA	CESSNA	182RG	NONE	96
12	9923K	012183	YUCCA VALLEY, CA	STINSON	108-2	MINOR	44
13	19304	011083	PALO ALTO, CA	CESSNA	150L	NONE	38
14	1887L	012283	WATSONVILLE, CA	BEECH	BE-60	NONE	48
15	3509	022783	SCHINNECOCK BAY, NY	HARRISON VOL	VJ-22 AMPH	MINOR	250
16	728Y	021183	AVENAL, CA	GRUMMAN	G164	MINOR	56
17	1679R	021983	MARBLE CANYON, AZ	CESSNA	182RG	NONE	22
18	10068	030783	NEAR BREMERTON, WA	CESSNA	C-150L	NONE	372
19	113B	012883	PLYMOUTH, IN	BEECH	D18S	NONE	134
20	4357A	020783	NAPOLEON, MI	PIPER	PA22-150	NONE	172
21	4057K	031283	AUGUSTA, MI	BALLOON WORK	FIREFLY AX	NONE	178
22	8425T	021583	LEONARDTOWN, MD	PIPER	PA-32R-301	NONE	168
23	7737Y	011383	GREENVILLE, SC	PIPER	PA-30	NONE	326
24	58664	010183	MARYVILLE, MO	CESSNA	182P	NONE	198
25	22824	012883	YAKIMA, WA	CESSNA	150H	MINOR	358

File Order Listing - Issue No. 1, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
26	38916	010683	BAKERSFIELD, CA	PIPER	PA-28-161	MINOR	34
27	9751Y	011283	REDMOND, OR	BEECH	35-B33	NONE	278
28	1511Y	010283	INDIANOLA, IA	BALLOON WORK	FIREFLY 7B	NONE	98
29	9672P	011983	MT. PLEASANT, UT	PIPER	PA-18-150	NONE	348
30	1296M	010183	NEWPORT, OR	CESSNA	182P	MINOR	272
31	7039J	010683	GREAT FALLS, MT	BELL	47G-3B-2 (NONE	212
32	64000	011883	BILLINGS, MT	CESSNA	180K	NONE	214
33	70872	011883	COLUMBIA, SC	CESSNA	182M	NONE	328
34	47526	013083	SEDAN, KS	CESSNA	152	NONE	142
35	9886C	021483	OLATHE, KS	CESSNA	R182	NONE	144
36	4069R	020783	SO. LAKE TAHOE, CA	PIPER	PA-32	NONE	54
37	62398	022583	NEAR OAKRIDGE, OR	HILLER	UH-12D	NONE	290
38	4640B	012383	ORD, NE	CESSNA	152	NONE	226
39	2180N	012383	MT. BALDY, CA	CESSNA	140	NONE	50
40	7045D	032183	SANDSTONE, MN	PIPER	PA-22	NONE	194
41	1907E	031283	GARDEN CITY, MN	AERONCA	7AC	NONE	192
42	5712V	012083	ST. JACOB, IL	BEECH	95-C55	NONE	122
43	732CJ	030783	FARMINGTON, MN	CESSNA	T-210L	NONE	190
44	5587Q	030983	OLON SPRINGS, WI	MOONEY	M20C	NONE	394
45	8752R	022183	WOODBINE, MD	SCHEIBE	L SPATZ-55	NONE	170
46	7230G	010283	GREENBURG, IN	CESSNA	172	NONE	132
47	27894	020583	CHESTERVILLE, OH	PIPER	J-4	NONE	260
48	7379E	022483	FOLKSTON, GA	CESSNA	210	NONE	86
49	1741X	010583	HORSE CAVE, KY	CESSNA	T210L	NONE	156
50	25565	021983	BALLY, PA	CESSNA	152	NONE	312

File Order Listing - Issue No. 1, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
51	757ER	022183	MOUNTVILLE, PA	CESSNA	152	NONE	314
52	2694W	021983	BUTLER, PA	MOONEY	M20E	NONE	310
53	38389	022883	QUAKERTOWN, PA	PIPER	PA-32R-300	NONE	318
54	7523D	012983	DANSVILLE, CT	PIPER	PA-22-150	NONE	78
55	2115E	021983	PITTSTOWN, NJ	AERONCA	7AC	NONE	240
56	9900R	020283	WILKES-BARRE, PA	BEECH	G18S	NONE	308
57	8570V	020683	MILLBROOK, NY	BELLANCA	7GCAA	NONE	248
58	8295L	022883	ERIE, CO	PIPER	PA-34-200	NONE	66
59	2227Y	022183	READING, PA	CESSNA	177	NONE	316
60	972Q	022483	BEVERLY, MA	BEECH	P35	NONE	162
61	3727Y	032283	FARMINGDALE, NJ	CESSNA	210D	MINOR	242
62	73865	040183	PASCO, WA	EL TOMCAT	MKIII	NONE	384
63	142SS	031283	BUENA VISTA, PA	FLUGZEUGBAU	G10Z ASTIR	NONE	320
64	6720F	040683	ANACORTES, WA	CESSNA	150F	NONE	390
65	28163	011783	POCATELLO, ID	BELLANCA	17-30A	NONE	106
66	40863	021283	HAMPTON, SC	PIPER	PA-28R-200	NONE	330
67	3386X	032283	SPRINGFIELD, MO	MOONEY	M20F	NONE	206
68	83096	040683	NEAR SISTERS, OR	AERONCA	7AC	NONE	294
69	59426	011783	CINCINNATI, OH	BELL	206B	NONE	258
70	2062U	011583	BRAINERD, MN	MAULE	M4-180C	NONE	184
71	8222W	021083	VERNON, IL	PIPER	PA-28-180	NONE	126
72	3084R	010183	UPLAND, CA	PIPER	PA-28R-200	MINOR	28
73	25334	010783	2 MI EAST MINA, NV	CESSNA	152	NONE	244
74	15HR	011683	SAN JOSE, CA	PITTS	S1S	NONE	40
75	5636J	011883	FIVE POINTS, CA	CESSNA	188	NONE	42

File Order Listing - Issue No. 1, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
76	42587	031283	FORT BELVOIR, VA	CESSNA	182L	MINOR	352
77	2528N	030683	CHARLOTTE, NC	PIPER	PA-38-112	MINOR	218
78	9782	041183	LEXINGTON, NC	GRUMMAN	G-164A	NONE	222
79	3318F	011683	WHEATON, IL	CESSNA	182	NONE	120
80	30545	080983	MINDEN, NE	CESSNA	172M	SERIOUS	234
81	441EZ	010983	YOUNGSTOWN, OH	RUTAN	VARIEZE	SERIOUS	256
82	7146B	032983	FRASER, MI	PIPER	PA-22	SERIOUS	180
83	4306	030683	WATERVLIET, MI	RAND KR1	KR-1	SERIOUS	176
84	3064S	030583	WILMINGTON, OH	CESSNA	150D	NONE	262
85	84583	030183	NEWBERRY, MI	AREONCA	CHAMPION 7	MINOR	174
86	N28JF	030183	WEST LAFAYETTE, IN	VARIEZE	VARIEZE	NONE	136
87	110RE	031183	ULTSSES, KS	ROTEC	RALLY 3	NONE	148
88	6430C	041883	HAINES, OR	STINSON	L-5	NONE	296
89	8547L	032883	ANTHONY, KS	PIPER	PA-25	MINOR	150
90	54244	020683	ST. JOSEPH, TN	PIPER	PA-23-250	NONE	338
91	62409	041983	NEAR NORDM, ID	HILLER	12-E	NONE	114
92	44025	040183	EVERETT, WA	TAYLORCRAFT	BC12-D	NONE	386
93	62268	032683	WAUSEON, OH	AEROSPATIALE	316B	NONE	266
94	1517R	040183	FRASER, MI	GRUMMAN	AA-5B	NONE	182
95	7588M	040383	TUSCALOOSA, AL	CESSNA	175	NONE	20
96	8593N	031983	STONE MOUNTAIN, GA	PIPER	PA-28	NONE	92
97	18204	022183	ELLSWORTH, KS	CESSNA	150L	NONE	146
98	49750	010383	VAN NUYS, CA	CESSNA	152	NONE	30
99	5434K	030983	COLORADO SPGS, CO	CESSNA	172N	NONE	68
100	2239M	010383	AVALON, CA	PIPER	PA-28-161	FATAL	32

File Order Listing - Issue No. 1, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
101	8233G	031183	WADLEY, GA	CESSNA	A188B	NONE	90
103	94RB	040283	CAMANO ISLAND, WA	GLASAIR	SH2	FATAL	388
104	4760C	032283	NEILSVILLE, WI	CONSOLIDATED	28-5ACF	NONE	396
105	4027D	010783	NEAR VACAVILLE, CA	HILLER	UH-12E	NONE	36
106	25320	021183	NEAR KENT, WA	CESSNA	152	NONE	368
107	37875	010983	CHUGIAK, AK	WILLBIRD	2	SERIOUS	2
108	67897	012183	MERIDEN, CT	CESSNA	152	SERIOUS	74
109	1597U	012783	JAMESTOWN, ND	CESSNA	207	MINOR	224
110	9079B	011583	SISSETON, SD	ROBINSON	R22	FATAL	332
111	97429	012483	DUFUR, OR	MOONEY	M20K	NONE	282
112	3575A	011083	WAINWRIGHT, AK	PIPER	PA-32R-301	NONE	4
113	61764	012083	NYAC, AK	CESSNA	A185F	FATAL	6
114	6144T	020983	GARWIN, IA	CESSNA	TR182	FATAL	102
115	2280D	031083	DOUGLAS, WY	CESSNA	170B	NONE	398
116	6732B	010283	VERNAL, UT	BEECH	A36	NONE	346
117	66762	013083	MESA, WA	CESSNA	150M	NONE	360
118	52243	013183	WINTHROP, WA	CESSNA	172P	MINOR	362
119	250RA	011983	NEW CUMBERLAND, PA	ISRAEL IND	1124	NONE	306
120	292WA	010783	NEAR YAKIMA, WA	BOEING	727	SERIOUS	356
121	4784Q	020183	MEDFORD, OR	CESSNA	A188B	NONE	284
122	98302	012083	ROBERSONVILLE, NC	PIPER	PA-28-140	FATAL	216
123	1415Y	013083	PAYETTE, ID	CESSNA	172	FATAL	110
124	8807R	010883	MISSING ACFT, UN	BELLANCA	14-19-3	FATAL	344
125	6298M	031683	PLAINVILLE, CT	CESSNA	152	NONE	82
126	3355J	032083	BREMERTON, WA	CESSNA	150G	SERIOUS	376

File Order Listing - Issue No. 1, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
127	9621Q	010583	HANOVER PARK, IL	CESSNA	172M	FATAL	116
128	8604C	011683	NEW HOPE, PA	PIPER	PA-22-135	FATAL	304
129	2859M	020583	SEATTLE, WA	PIPER	PA-34-200T	NONE	366
130	57222	012983	KANSAS CITY, KS	ROCKWELL INT	500-S	NONE	140
131	8515V	030783	MARSHALLVILLE, GA	ROCKWELL	INTL S-2R	NONE	88
132	56T	012383	ATHOL, ID	CROMWELL/PIT	S-1S	FATAL	108
133	9986G	090183	LITTLE YORK, IN	CESSNA	188	SERIOUS	138
134	1911F	020783	S. SIOUX CITY, NE	CESSNA	150L	SERIOUS	228
135	1599S	090183	HOUSTON, TX	BEECH	95-A55	FATAL	342
136	7619Y	010583	ATLANTIC CITY, NJ	PIPER	PA-30	FATAL	236
137	5162W	012183	BURNS, OR	CESSNA	P210N	FATAL	280
138	91336	033183	VANCOUVER, WA	PIPER	PA-32-112	NONE	382
139	6845J	020583	NEWBURY, MA	PIPER	PA-28-151	NONE	160
140	65808	012283	NORTH SHORE, CA	SCHWEIZER	2-33A	SERIOUS	46
141	62264	013083	BRIDGEPORT, CT	CESSNA	172P	NONE	80
142	6279P	012883	DANBURY, CT	CESSNA	152	NONE	76
143	32658	010983	NEAR HONOLULU, HI	PIPER	PA-28-151	MINOR	94
144	35594	021883	MARIETTA, GA	CESSNA	172	NONE	84
145	51599	020483	NEAR ASOTIN, WA	MAULE	M-5-220C	SERIOUS	364
146	8515U	010283	HANCOCK, MD	CESSNA	172F	FATAL	166
147	1860K	010883	ELBA, AL	LUSCOMBE	8E	SERIOUS	18
148	1510D	010883	GREENWOOD, MO	BALLOON WORK	FIRE FLY 7	NONE	200
149	7815R	012583	CAPE GIRARDEAU, MO	BEECH	D55	NONE	204
150	4911G	010583	CENTRE HALL, PA	CESSNA	172N	NONE	300
151	6674Q	031683	TOPPENISH, WA	GRUMMAN	164B	NONE	374

File Order Listing - Issue No. 1, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
152	11JR	012683	LOMPOC, CA	CESSNA	401	NONE	52
153	5102X	031383	GLENNALLEN, AK	CESSNA	TU206G	NONE	10
154	40160	022783	KERMAN, CA	AYRES CORPOR	S2R-R3S	FATAL	58
155	644PH	011183	NEWPORT, OR	BELL	206B	NONE	276
156	4301Z	080783	HOPE, AK	PIPER	PA-18	SERIOUS	16
157	9708R	013183	CEDAR RAPIDS, IA	BEECH	M35	SERIOUS	100
158	5370Y	010583	PORTLAND, OR	CESSNA	T210N	FATAL	274
159	223JN	010783	MONTGOMERY, NY	PIPER	PA-30	FATAL	246
160	61558	012383	ROCKFORD, IL	CESSNA	172	FATAL	124
161	89050	030283	MOSES LAKE, WA	CESSNA	140	FATAL	370
162	1170G	032883	WARREN, MN	MOONEY	M20J	NONE	196
163	31184	040183	NEAR MADERA, CA	AMERICAN GRU	G164-B	MINOR	60
164	401G	032483	NEAR GLOBE, AZ	CESSNA	401	NONE	26
165	3898Y	022483	PEACH SPRINGS, AZ	BELL	BH 206-L11	NONE	24
166	123SM	022483	DAYTON, TN	CESSNA	421	NONE	340
167	1411L	042283	WEST MIFFLIN, PA	BEECH	A-23	SERIOUS	324
168	8809A	032683	WAVERLY, WA	EAGLE AIRCRA	DW-1	SERIOUS	380
169	1399H	040283	COMPTON, CA	PIPER	PA-28-140	SERIOUS	62
170	2200Y	041083	KAISER, MO	PIPER	PA-28-236	NONE	208
171	86BB	031483	BOWLING GREEN, KY	BROWN	SONERA II	MINOR	158
172	13620	030983	LEADVILLE, CO	CESSNA	172M	NONE	70
173	8343E	010983	ASHKUM, IL	MOONEY	M20A	NONE	118
174	93214	021283	ST. CLOUD, MN	CESSNA	152	NONE	188
175	9218U	011683	CAMPBELL, MN	CESSNA	150	NONE	186
176	11454	021283	CALUMETVILLE, WI	CESSNA	150	NONE	392

File Order Listing - Issue No. 1, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
177	46509	031483	WAUKEGAN, IL	CESSNA	152	NONE	128
178	7538G	032383	JACKSONVILLE, NC	CESSNA	150L	NONE	220
179	9069N	013183	DYERSBURG, TN	ROBINSON	R-22	NONE	336
180	7464N	032683	COLUMBUS, OH	BEECHCRAFT	A-36	NONE	268
181	43606	030883	ALEKNAGIK, AK	TAYLORCRAFT	BC-12-D	NONE	8
182	8281J	041083	MOLINE, KS	VARGA	2150A	NONE	152
183	26182	040983	SPENCER, MA	PIPER	J3C-85	NONE	164
184	99ML	041283	WAYNESBURG, PA	CESSNA	150	SERIOUS	322
185	2819A	041183	JAMAICA, NY	PIPER	PA-28-181	MINOR	254
186	9667P	040683	PORT ALSWORTH, AK	PIPER	PA-18	NONE	12
187	5545L	033083	MANSFIELD, OH	CESSNA	152	NONE	270
188	8094N	051683	ATLANTIC, IA	PIPER	PA-28-140B	NONE	104
189	5533R	050183	NEWTON, KS	CESSNA	172RG	NONE	154
190	4757E	042083	NOME, AK	CESSNA	C-185F	NONE	14
191	737EF	021783	MADISON, SD	SWEARINGEN	SA-26T	NONE	334
192	738QA	032083	TELMA, WA	CESSNA	172N	NONE	378
193	736CU	032783	AURORA, CO	CESSNA	R172K	NONE	72
194	98362	040483	WILLIAMSBURG, VA	PIPER	PA-28-140	NONE	354
195	9841J	031783	IRWIN, OH	CESSNA	A150M	SERIOUS	264
196	5119Q	031783	MT. CARMEL, IL	CESSNA	152	NONE	130
197	7946Y	042783	LAKEVIEW, OR	PIPER	PA-30B	NONE	298
198	2918E	032583	SYRACUSE, NY	CESSNA	172	NONE	252
199	87110	040483	BORING, OR	ERCO	415C	NONE	292
200	54M	041183	DIXIE, ID	CESSNA	TU-206	NONE	112

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 1 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 107 1/09/83 CHUGIAK, AK A/C Reg. No. N37875 Time (Lc1) - 1100 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
0 0

None
0
0

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

Make/Model - WILLBIRD 2
Landing Gear - SKI
Max Gross Wt - 2300
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-360-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHUGIAK, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 500/ 100
Runway Surface - SNOW
Runway Status - SNOW - COMPACTED

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 662 Last 24 Hrs - UNK/NR
Make/Model- 229 Last 30 Days- 12
Instrument- 3 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AS THE AIRCRAFT LIFTED OFF, THE NOSE PITCHED UP ALARMINGLY AND APPLICATION OF FULL DOWN ELEVATOR CONTROL HAD NO APPARENT EFFECT. THE PILOT WAS ABLE TO LOWER THE NOSE BY EXTENDING FULL FLAPS. HOWEVER, HE WAS UNABLE TO LATCH THE MANUAL FLAPS IN THE DOWN POSITION AND THE EFFORTS TO HOLD THE FLAPS DOWN WAS BEYOND HIS PHYSICAL ENDURANCE. AS THE FLAPS RETRACTED, THE NOSE PITCHED UP AND THE AIRCRAFT STALLED AT ABOUT 100 FT AGL. THE AIRCRAFT THEN FELL OFF ON THE LEFT WING AND PITCHED NOSE DOWN. IT CRASHED THROUGH POWER LINES AND BIRCH TREES IN A SLIGHT NOSE, LEFT WING 40 DEG DOWN, ATTITUDE. AN INVESTIGATION REVEALED THAT A HINGE BEARING COMPONENT OF THE STABILATOR CONTROL HAD FAILED. SUBSEQUENTLY, THE STABILATOR MOVED FORWARD WHICH SLACKENED THE STABILATOR CONTROL CABLES AND RESULTED IN LOSS OF PITCH CONTROL. THE PILOT/OWNER OF THE HOMEBUILT AIRCRAFT RECOMMENDED WELDING (RATHER THAN BRAZING) HEAVILY STRESSED BEARINGS OR USE CAST, FORGED OR MACHINED PILLOW BLOCKS. THE PLANE HAD 229 HRS TOTAL FLT TIME.

Brief of Accident (Continued)

File No. - 107

1/09/83

CHUGIAK, AK

A/C Reg. No. N37875

Time (Lc1) - 1100 AST

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

Finding(s)

1. FLIGHT CONTROL, STABILATOR ATTACHMENT - FAILURE, TOTAL
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER

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

Finding(s)

4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - WIRE, TRANSMISSION
7. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 112 1/10/83 WAINWRIGHT, AK A/C Reg. No. N3575A Time (Lcl) - 1610 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-JAMES A. PEDERSON	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRSTRIP	
Method	- TELEPHONE	BARROW, AK			
Completeness	- PARTIAL, LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		WAINWRIGHT	
Wind Dir/Speed	- VARIABLE/003 KTS	ATC/Airspace		Runway Ident	- 03
Visibility	- 20.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2200/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE	FULL STOP			
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 3608	Last 24 Hrs - 8
SE LAND, ME LAND	Months Since - 5	Make/Model - 500	Last 30 Days - 100
	Aircraft Type - 208A	Instrument - 500	Last 90 Days - 332
		Multi-Eng - 650	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY DURING LANDING. A PASSENGER STATED THAT THE AIRCRAFT TOUCHED DOWN AT ABOUT MID-FIELD AT A HIGHER THAN NORMAL AIRSPEED AND BOUNCED ONCE BEFORE SLIDING OFF THE END OF THE RUNWAY. THE GRAVEL RUNWAY WAS COVERED WITH ICE. THE LANDING WAS MADE AT NIGHT AND THE PILOT STATED THE RUNWAY LIGHTS WERE INTERMITTENT. THE WINDS WERE LIGHT AND VARIABLE. THE PILOT ALSO SAID HE WAS TIRED AND HAD ASKED FOR A DAY OFF FROM THE SEVEN DAY SCHEDULE BUT WAS REFUSED. HE SAID HE KNEW SOMETHING WAS GOING TO HAPPEN. ACCORDING TO THE PILOT, ALL THREE LANDING GEAR COLLAPSED OR WERE BENT.

Brief of Accident (Continued)

File No. - 112

1/10/83

WAINWRIGHT, AK

A/C Reg. No. N3575A

Time (Lc1) - 1610 AST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - SNOW COVERED
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FAILURE, PARTIAL
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND
8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR - OVERLOAD

-----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) 1,2,3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 113 1/20/83 NYAC,AK

A/C Reg. No. N61764

Time (Lcl) - 2019 AST

-----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

ON GROUND

Crew

Pass

Fatal

1

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

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

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 135/050 KTS
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ANIAC,AK
Destination
NYAC,AK

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NYAC
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 - 51
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: - 8000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AFTER COLLIDING WITH A TREE NEAR THE DESTINATION AIRPORT AT NYAC, AK. THE PILOT HAD TRIED THIS FLIGHT FROM ANIAK TO NYAC THE DAY BEFORE AND HAD RETURNED TO ANIAK BECAUSE OF WEATHER. THE WEATHER AT THE TIME OF THE ACCIDENT WAS SNOWING AND BLOWING WITH WINDS OF 40 GUSTING TO 60 MPH OR HIGHER ACCORDING TO A RESIDENT OF NYAC. ANOTHER WITNESS SAID THE VISIBILITY WAS BELOW ONE HALF MILE. THE AIRCRAFT IMPACTED THE GROUND IN A 25 DEGREE NOSE DOWN ATTITUDE AFTER THE LEFT WING CONTACTED A SPRUCE TREE 8 INCHES IN DIAMETER. AFTER GROUND IMPACT, THE AIRCRAFT BOUNCED BACK INTO THE AIR AND TRAVELED ABOUT 250 FEET BEFORE STOPPING. AIRCRAFT PARTS WERE SCATTERED FROM THE INITIAL GROUND CONTACT POINT TO THE FINAL STOPPING POINT. THERE WAS NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION. A FIRE ERUPTED AS A RESULT OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 113

1/20/83

NYAC,AK

A/C Reg. No. N61764

Time (Lcl) - 2019 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - SNOW
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)
8. PROPER ALTITUDE - 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) 6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 181 3/08/83 ALEKNAGIK, AK A/C Reg. No. N43606 Time (Lcl) - 1530 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - TAYLORCRAFT BC-12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
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 - 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- 340/015 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EKWOK, AK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

ALEKNAGIK

Runway Ident - 19

Runway Lth/Wid - 1200 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total - 88

Make/Model- 18

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS GROUND LOOPED TO PREVENT AN OVERRUN AND COLLIDED WITH A SNOW BERM DURING LANDING. THE PILOT STATED THAT HE FLOATED HALF WAY DOWN THE RUNWAY PRIOR TO TOUCHDOWN. WHEN HE TRIED TO TURN, THE ACFT WEATHERVANED INTO THE WIND AND STEERED HIM TO THE SIDE OF THE RUNWAY WHERE THE ACFT COLLIDED WITH A SNOW BERM. PILOT STATED HE SHOULD HAVE GONE AROUND.

Brief of Accident (Continued)

File No. - 181

3/08/83

ALEKNAGIK, AK

A/C Reg. No. N43606

Time (Lc1) - 1530 AST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

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

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

Finding(s)

4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 153 3/13/83 GLENNALLEN, AK A/C Reg. No. N5102X Time (Lcl) - 1515 AST

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

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

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

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TS10-520-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - IN PERSON	ANCHORAGE, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EUREKA LODGE
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 2600/ 60
Lowest Sky/Clouds - 3600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 762
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - C-180	Make/Model- 12
		Last 30 Days- 18
		Instrument- 10
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK AND GROUND LOOPED DURING LANDING ON A SNOW COVERED NARROW RUNWAY. THE PILOT HAD BEEN INACTIVE IN FLYING FOR SEVERAL YEARS AND HAD RECENTLY PURCHASED THE ACCIDENT ACFT. HE HAD 9 HOURS DUAL AND 3 HOURS SOLO IN THIS ACFT. HE STATED THAT AS HE APPROACHED FOR LANDING ON 3/13 HE WAS NOT PROPERLY LINED UP WITH THE CLEARED AREA OF THE NARROW RUNWAY. JUST AFTER TOUCHDOWN THE RIGHT MAIN LANDING GEAR DRIFTED INTO THE SNOW BERM ON THE RIGHT SIDE OF THE RUNWAY. AS THE ACFT ENTERED A GROUND LOOP TO THE RIGHT IT TIPPED ONTO THE LEFT WING.

Brief of Accident (Continued)

File No. - 153

3/13/83

GLENNALLEN, AK

A/C Reg. No. N5102X

Time (Lc1) - 1515 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 186 4/06/83 PORT ALSWORTH, AK A/C Reg. No. N9667P Time (Lcl) - 1730 AST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries			
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - .YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	NAKNEK, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	PORT ALSWORTH
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 85
SE LAND	Months Since - 2	Make/Model- 26
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED ON RWY 3 AFTER WATCHING A FRIEND IN ANOTHER ANOTHER ACFT LAND SUCCESSFULLY FIRST. THE ACFT THEN WENT OFF THE LEFT SIDE OF THE RWY INTO LARGE ROCKS & NOSED OVER. AFTER LANDING THE PLT STATED HE SAW NO WIND SOCK & THINKS THE WIND WAS FROM THE SW & A GUST LIFTED THE ACFT TAIL.

Brief of Accident (Continued)

File No. - 186

4/06/83

PORT ALSWORTH, AK

A/C Reg. No. N9667P

Time (Lc1) - 1730 AST

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 190 4/20/83 NOME, AK A/C Reg. No. N4757E Time (Lcl) - 2038 EST

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

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

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

Make/Model	- CESSNA C-185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 200 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>GRANITE MOUNT., 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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GRANITE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - SNOW</p> <p>Runway Status - SNOW - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - 206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5730</p> <p>Make/Model- 2500</p> <p>Instrument- 40</p> <p>Multi-Eng - 230</p>	<p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 255</p> <p>Rotorcraft - 4</p>
---------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT STALLED AT LOW ALTITUDE AND CRASHED DURING TAKEOFF. THE PILOT STATED THAT "DURING THE TAKEOFF ROLL THE LEFT SKI STUCK IN THE SNOW AND TURNED THE AIRCRAFT 45 DEGREES TO THE LEFT. INSTEAD OF STOPPING, I CONTINUED ON" THE PILOT SAID THAT THE SKI HAD STUCK IN THE SNOW SEVERAL OTHER TIMES AND GROUND PERSONNEL USUALLY HELPED HIM PIVOT THE ACFT BACK IN THE DIRECTION OF TAKEOFF. THIS TIME, GROUND PERSONNEL DID NOT PARTICIPATE DUE TO THE LATE HOUR AND THE LONG DISTANCE TO THE ACFT. THE PILOT AFTER PIVOTING HIT A COUPLE OF SNOWDRIFTS BEFORE BECOMING AIRBORNE. HE STATED THAT HE HAD REACHED A MAXIMUM ALTITUDE OF ABOUT 50 FEET AT WHICH TIME THE WING STOPPED FLYING, THE ACFT ROLLED LEFT AND CRASHED. THE WIND WAS FROM THE WEST AT 10 KTS, GUSTING TO 15 KTS. THE PILOT WAS TAKING OFF TO THE SOUTH BEFORE THE 45 DEGREE PIVOT TO THE LEFT.

Brief of Accident (Continued)

File No. - 190

4/20/83

NOME, AK

A/C Reg. No. N4757E

Time (Lc1) - 2038 EST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. WEATHER CONDITION - TAILWIND
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 156 8/07/83 HOPE, AK

A/C Reg. No. N4301Z

Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

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

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

Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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)
NONE

Age - 24

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

Medical Certificate -

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 CRASHED UNDER UNKNOWN CIRCUMSTANCES. THE WRECKAGE WAS REMOVED AFTER AN AERIAL SURVEY & HAS NOT BEEN LOCATED.

Brief of Accident (Continued)

File No. - 156

8/07/83

HOPE, AK

A/C Reg. No. N4301Z

Time (Lc1) - UNK/NR

Occurrence UNDETERMINED

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 147 1/08/83 ELBA,AL A/C Reg. No. N1860K Time (Lcl) - 0515 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - LUSCOMBE 8E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 1.500 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- GROUND FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PRATTVILLE,AL
Destination
ELBA,AL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CARL FOLSOM
Runway Ident - 01
Runway Lth/Wid - 3000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4800 Last 24 Hrs - 5
Make/Model- 165 Last 30 Days- UNK/NR
Instrument- 223 Last 90 Days- 279
Multi-Eng - 420

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD RECEIVED A WX BRIEFING APRX 4 HRS BEFORE DEPARTURE. HE STATED THAT ON ARRIVAL, THE ARPT BEACON LIGHT WAS NOT ON & PATCHES OF GROUND FOG WERE IN THE AREA. DURING THE ARRIVAL, HE APPROACHED FROM THE SOUTH, FLEW NORTH OVER THE ARPT, CIRCLED TO THE SOUTHWEST, THEN TURNED ON A SHORT FINAL FOR RWY 01. HE STATED THAT DURING THE TURN TO FINAL, HE NOTICED THAT THE LIGHTS TO A CONVENIENCE STORE NEAR THE NORTH END OF THE RWY WERE NOT ON, AND THOUGHT THIS WAS ODD, SINCE HE WAS TO MEET SOMEONE THERE AT 0500. AT ABOUT THE TIME HE LEVELED HIS WINGS ON FINAL APPROACH, THE RIGHT WING OF THE ACFT STRUCK A TALL TREE. SUBSEQUENTLY, THE ACFT CRASHED IN A WOODED AREA & CAME TO REST APRX 100 YDS FROM THE RWY.

Brief of Accident (Continued)

File No. - 147

1/08/83

ELBA,AL

A/C Reg. No. N1860K

Time (Lc1) - 0515 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - FOG
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

6. 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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 95 4/03/83 TUSCALOOSA, AL A/C Reg. No. N7588M Time (Lcl) - 1100 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	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL GO-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 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	RED BAY, AL	TUSCALOOSA
Wind Dir/Speed- 240/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 426
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - C-175	Make/Model- 415
		Instrument- 84
		Last 30 Days- 2
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED OFF THE RUNWAY IN SOFT TERRAIN DURING A FORCED LANDING AND NOSED DOWN. ACCORDING TO THE PILOT THE ENGINE BEGAN TO RUN ROUGH AT 400 AGL ON TAKEOFF. HE TURNED BACK TOWARD THE FIELD AND THE ENGINE QUIT. THE PILOT COULD NOT COMPLETE THE TURN TO LINE UP WITH THE RUNWAY SO HE LANDED BESIDE THE RUNWAY AND NOSED DOWN IN THE MUD. INSPECTION SHOWED WATER IN THE CARBURETOR SUMP. THE FUEL FILLER CAPS AND SEALS WERE FOUND TO BE LEAKING. THE AIRCRAFT HAD BEEN PARKED OUTSIDE IN THE RAIN SEVERAL DAYS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 95

4/03/83

TUSCALOOSA,AL

A/C Reg. No. N7588M

Time (Lcl) - 1100 CST

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

Finding(s)

1. FLUID,FUEL - WATER
2. FUEL SYSTEM,CAP - LEAK
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET
7. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 17 2/19/83 MARBLE CANYON, AZ A/C Reg. No. N1679R Time (Lcl) - 0730 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

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

Eng Make/Model - LYCOMING O-540-J3CD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/011 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MARBLE CANYON
Runway Ident - 03
Runway Lth/Wid - 3743/ 90
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 310	Last 24 Hrs - 2
Make/Model- 260	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING THE PILOT LOST CONTROL OF THE AIRCRAFT IN A GUSTY WIND. THE AIRCRAFT LEFT THE RUNWAY AND NOSED OVER. IN SOFT TERRAIN. HE BLAMED HIS SLOW REACTION AND INEXPERIENCE FOR THE ACCIDENT. THE WIND WAS FROM 300 DEGREES AT 11 KTS GUSTING TO 18 KTS.

Brief of Accident (Continued)

File No. - 17

2/19/83

MARBLE CANYON, AZ

A/C Reg. No. N1679R

Time (Lc1) - 0730 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 165 2/24/83 PEACH SPRINGS, AZ A/C Reg. No. N3898Y Time (Lcl) - 1330 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING		Pass 0	0	0	4

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

Make/Model	- BELL BH 206-L111	Eng Make/Model	- ALLISON 250-C30P	ELT Installed/Activated	- YES/YES
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 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- 135/005 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 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 SAVANIC MINE, AZ</p> <p>Destination CUNNINGHAM MINE, AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY(VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - 206</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 6187</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 256</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 233</td> <td>Last 90 Days- 92</td> </tr> <tr> <td>Multi-Eng - 54</td> <td>Rotorcraft - 5772</td> </tr> </table>	Total - 6187	Last 24 Hrs - 4	Make/Model- 256	Last 30 Days- UNK/NR	Instrument- 233	Last 90 Days- 92	Multi-Eng - 54	Rotorcraft - 5772
Total - 6187	Last 24 Hrs - 4									
Make/Model- 256	Last 30 Days- UNK/NR									
Instrument- 233	Last 90 Days- 92									
Multi-Eng - 54	Rotorcraft - 5772									

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AFTER THE ROTORCRAFT TOOK OFF TO A HOVER THE PILOT DID A PEDAL TURN FOR A DOWN CANYON DEPARTURE. AFTER THE HOVER TURN THE PILOT SLID TO THE RIGHT TO CLEAR SOME OBSTACLES AND WHEN THE ROTORCRAFT MOVED Laterally ABOUT 25 FEET THE PILOT HEARD A BANG. THE LEFT PEDAL WAS SLACKED AND THE ROTORCRAFT BEGAN TO SPIN TO THE RIGHT UNTIL IT CAME TO REST 10 DEGREES NOSE DOWN. THERE WERE NO INJURIES AND NO FIRE. INVESTIGATION REVEALED THAT THE TAIL ROTOR SHAFT ASSEMBLY FAILED BETWEEN NUMBER 3 AND 4 HANGER BEARINGS. THE NUTS THAT HOLD EACH ASSEMBLY TOGETHER WERE MISSING. THE BOLTS WERE NOT SHEARED. ONE WAS FOUND IN THE ROCKS BELOW THE TAIL ROTOR. THE OTHER WAS STILL IN PLACE. NO NUTS WERE FOUND AT THE CRASH SCENE. THE FACTORY RECOMMENDED BLUE DOTS WERE MISSING WHEN THE NEW NUTS WERE REPLACED BY MAINTENANCE PERSONNEL.

Brief of Accident (Continued)

File No. - 165

2/24/83

PEACH SPRINGS, AZ

A/C Reg. No. N3898Y

Time (Lcl) - 1330 MST

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

Finding(s)

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

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

Occurrence #3 ROLL OVER
Phase of Operation MANEUVERING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 164 3/24/83 NEAR GLOBE, AZ A/C Reg. No. N401G Time (Lc1) - 1515 MST

-----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	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		
No. of Seats	- 8	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 7000 FT SCATTERED</p> <p>Lowest Ceiling - 8500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ALBUQUERQUE, NM</p> <p>Destination PHOENIX, AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</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>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 401</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4700</p> <p>Make/Model- 220</p> <p>Instrument- 350</p> <p>Multi-Eng - 1250</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 106</p>
---------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CRUISING AT 13000 FEET MSL ON A CROSS COUNTRY WHEN THE ENGINES LOST POWER. THE PILOT HAD BEEN USING FUEL FROM THE MAIN TANKS FOR ABOUT 10 MINUTES AFTER BEING ON THE AUX. TANKS FOR THE PREVIOUS HOUR. THE PILOT RESTARTED BOTH ENGINES ON THE AUX. TANKS AND USED THESE TANKS UNTIL THEY RAN DRY. HE THEN SWITCHED BACK TO MAIN TANKS AND AFTER 3 MINUTES THE ENGINES LOST POWER. THE FIRST POWER LOSS OCCURRED JUST AFTER THE PILOT ENCOUNTERED LIGHT ICING. AFTER THIS FIRST POWER LOSS ALBUQUERQUE CENTER WANTED TO VECTOR ACFT TO GLOBE AIRPORT BUT PILOT ELECTED TO CONTINUE ON TO PHOENIX. AFTER THE 2ND LOSS OF POWER THE PILOT HAD TO LAND OFF AIRPORT ON A SAND BAR. THE PILOT WAS NOT INJURED. EXAMINATION OF THE ENGINE AND FUEL SYSTEM FAILED TO REVEAL ANY REASON FOR POWER LOSS.

Brief of Accident (Continued)

File No. - 164

3/24/83

NEAR GLOBE, AZ

A/C Reg. No. N401G

Time (Lcl) - 1515 MST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - LIGHTNING
-

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

----Probable Cause----

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

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. - 72 1/01/83 UPLAND, CA A/C Reg. No. N3084R Time (Lcl) - 1530 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CABLE
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3785/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - YES	Total - 376
	Months Since - 10	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 10
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED 150 YARDS SHORT OF THE RUNWAY DURING LANDING. THE PILOT SAID THE MANIFOLD PRESSURE KEPT FALLING AS HE PROGRESSED AROUND THE FIELD IN THE TRAFFIC PATTERN. THE ENGINE WENT TO IDLE ON THE BASE LEG. THE PILOT HAD LOWERED THE GEAR BUT NOT THE FLAPS. WHEN IT BECAME APPARENT THE RUNWAY WOULD NOT BE REACHED HE PICKED A LANDING SPOT AND LOWERED THE FLAPS. THE ROUGH AREA OF LANDING TORE OFF THE LANDING GEAR AND SLOWED THE AIRCRAFT. INSPECTION SHOWED THAT THE THROTTLE CONTROL SPRING STUD ASSEMBLY NUT WAS MISSING WITH THE STUD DETACHED FROM THE THROTTLE. THE STUD WAS PLACED IN POSITION ON THE THROTTLE ARM AND FELL AWAY AFTER ABOUT 15 CYCLES OF THROTTLE ACTUATION FROM THE COCKPIT. THE ENGINE HAD JUST BEEN OVERHAULED AND INSTALLED, AND AN ANNUAL INSPECTION HAD BEEN PERFORMED ON DECEMBER 11, 1982. TOTAL TIME SINCE WAS ABOUT 10 HOURS.

Brief of Accident (Continued)

File No. - 72

1/01/83

UPLAND, CA

A/C Reg. No. N3084R

Time (Lc1) - 1530 PST

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

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

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 98 1/03/83 VAN NUYS, CA A/C Reg. No. N49750 Time (Lc1) - 1550 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
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	SAME AS ACC/INC	VAN NUYS
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 61
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 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 - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 13
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- 13
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PILOT WAS FLYING HIS SECOND SOLO FLIGHT. ON THE FIRST ATTEMPTED TOUCH AND GO HE MADE A HARD LANDING, BOUNCED, PORPOISED AND COLLAPSED THE NOSE GEAR. FIRE ERUPTED FROM THE ENGINE AREA. EXAMINATION REVEALED THAT ON CONTACT WITH THE RUNWAY THE NOSE GEAR ASSEMBLY SEPARATED REARWARD AND THE FUEL LINE FITTING HAD SEPARATED AT THE CARBURETOR.

Brief of Accident (Continued)

File No. - 98

1/03/83

VAN NUYS,CA

A/C Reg. No. N49750

Time (Lcl) - 1550 PST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR ASSEMBLY - SEPARATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 100 1/03/83 AVALON, CA A/C Reg. No. N2239M Time (Lcl) - 1215 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TORRENCE, CA
Destination
AVALON, CA
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP
Airport Data
CATALINA
Runway Ident - 22
Runway Lth/Wid - 3240/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 511
Make/Model- 4
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 1
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED DURING AN ATTEMPTED GO-AROUND AT CATALINA ISLAND. THE FRONT SEAT OCCUPANTS WERE FATALLY INJURED AND THE TWO REAR SEAT PASSENGERS RECEIVED SERIOUS INJURIES. THE PILOT HAD NOT HAD THE SPECIFIED THREE TAKEOFFS AND LANDINGS WITHIN THE PRECEDING 90 DAYS AS REQUIRED BY FAR 61.75(C). THE PILOT APPLIED POWER FOR GO-AROUND WHEN HE WAS OVER HALF WAY DOWN THE RUNWAY. THE PILOT HAD BEEN ADVISED TO USE RUNWAY 4 BY UNICOM BUT HE USED RUNWAY 22. THE WIND WAS FROM 040 DEGREES AT 11 KTS. THERE WAS NO INDICATION OF AN ENGINE MALFUNCTION DURING THE INVESTIGATION. THE FLAPS WERE FOUND POSITIONED IN THE FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 100

1/03/83

AVALON,CA

A/C Reg. No. N2239M

Time (Lc1) - 1215 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. WIND INFORMATION - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. RAISING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND
9. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

10. TERRAIN CONDITION - RISING
11. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 26 1/06/83 BAKERSFIELD, CA A/C Reg. No. N38916 Time (Lcl) - 1840 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 290/004 KTS
Visibility - .500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
IMPERIAL, CA
Destination
BAKERSFIELD, CA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BAKERSFIELD
Runway Ident - 31
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 71
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA28161

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

Total	-	434	Last 24 Hrs -	2
Make/Model-	434		Last 30 Days-	UNK/NR
Instrument-	1		Last 90 Days-	60

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT RECEIVED A WEATHER BRIEFING BEFORE TAKE-OFF AND WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. DURING ARRIVAL AT NIGHT, HE CIRCLED TWICE OVER THE AIRPORT AND NOTICED THAT THE RUNWAY LIGHTS WERE CLEAR, THEN ENTERED THE PATTERN TO LAND. THE PILOT STATED THAT JUST BEFORE TOUCHDOWN, HE EXPERIENCED A MOMENTARY, UNEXPECTED WHITE-OUT. REPORTEDLY, A THIN ARM OF GROUND FOG WAS ENCOUNTERED. THE PILOT STATED THAT DURING THAT BRIEF MOMENT, THE AIRCRAFT DRIFTED TO THE RIGHT OVER THE RUNWAY LIGHTS. TWO RUNWAY LIGHTS WERE SHEARED OFF. THE RIGHT MAIN GEAR COLLAPSED WHEN THE WHEEL HIT A CONCRETE SLAB AT THE BASE OF A RUNWAY LIGHT.

Brief of Accident (Continued)

File No. - 26

1/06/83

BAKERSFIELD, CA

A/C Reg. No. N38916

Time (Lcl) - 1840 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - RUNWAY LIGHT
5. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 105 1/07/83 NEAR VACAVILLE, CA A/C Reg. No. N4027D Time (Lcl) - 1630 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -OTHER			0	0	0	1
			0	0	0	0

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 2	Rated Power - 305 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	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 700 FT THIN OVC	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6080
SE LAND	Months Since - 2	Make/Model- 300
HELICOPTER	Aircraft Type - 12-E	Instrument- 20
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 5060

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TELEPHONE WIRE DURING TAKEOFF. THE PILOT MADE A PRECAUTIONARY LANDING ON THE SOFT BANK OF A LEVEE TO ASSESS THE DAMAGE AND LEFT THE ROTOR AT IDLE. THE LEVEE BANK GAVE WAY AND THE HELICOPTER SLID INTO THE DITCH WHERE THE ROTOR BLADES HIT THE GROUND. THE PILOT SAID HE SHOULD NOT HAVE WORKED SO CLOSE TO THE WIRES.

Brief of Accident (Continued)

File No. - 105

1/07/83

NEAR VACAVILLE, CA

A/C Reg. No. N4027D

Time (Lcl) - 1630 PST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation OTHER

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK
6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 13 1/10/83 PALO ALTO, CA

A/C Reg. No. N19304

Time (Lcl) - 2315 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew	0	0	0
		Pass	0	0	0
					1
					1

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
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

-----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
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

PALO ALTO
Runway Ident - 30
Runway Lth/Wid - 2500/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1911
Make/Model- 738
Instrument- 291
Multi-Eng - 698
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND HIS PASSENGER RETURNED TO THE AIRPORT AFTER A LOCAL NIGHT FLIGHT. UPON LANDING THE NOSE WHEEL BEGAN TO SHIMMY AND THEN THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY. AFTER LEAVING THE RUNWAY THE NOSE GEAR COLLAPSED. DURING HIS PRE-FLIGHT THE PILOT HAD FAILED TO SEE THAT THE NOSE GEAR SCISSORS HAD BEEN REMOVED. THE OWNER OF THE AIRCRAFT REMOVED THE NOSE GEAR DAMPENER EARLIER ON THE DAY OF THE FLIGHT. THE OWNER DID NOT PLACARD THE AIRCRAFT FOR THE MISSING PART.

Brief of Accident (Continued)

File No. - 13

1/10/83

PALO ALTO, CA

A/C Reg. No. N19304

Time (Lc1) - 2315 PST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - NOT ENGAGED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - OTHER PERSON
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - SEPARATION

----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. - 74 1/16/83 SAN JOSE, CA A/C Reg. No. N15HR Time (Lcl) - 1224 PST

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

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

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

Make/Model	- PITTS S1S	Eng Make/Model	- LYCOMING O-360-A4A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 270/004 KTS</p> <p>Visibility - 2.500 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 3500 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAN ANDREAS, CA</p> <p>Destination</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="text-align: center;">FULL STOP</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>REID-HILLVIEW</p> <p>Runway Ident - 31L</p> <p>Runway Lth/Wid - 3099/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1669
SE LAND	Months Since - 12	Make/Model- 613
	Aircraft Type - 8KCAB	Instrument- 61
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A ROLLING TAKEOFF AND APPARENTLY LOCKED THE TAILWHEEL WHILE TURNING. DURING LATER LANDING THE AIRCRAFT BECAME UNCONTROLLABLE AND GROUND-LOOPED OFF THE RUNWAY INTO MUD WHERE IT FLIPPED OVER. THE TAILWHEEL WAS LOCKED OUT OF DETENT AND WAS UNABLE TO TRACK IN A STRAIGHT LINE.

Brief of Accident (Continued)

File No. - 74

1/16/83

SAN JOSE, CA

A/C Reg. No. N15HR

Time (Lcl) - 1224 PST

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

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - IMPROPER
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 75 1/18/83 FIVE POINTS, CA A/C Reg. No. N5636J Time (Lcl) - 1400 PST

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

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

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

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

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/010 KTS Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - 2500 FT OVERCAST Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRSTRIP Airport Data THREE ROCKS Runway Ident - 27 Runway Lth/Wid - 2600/ 30 Runway Surface - DIRT Runway Status - DRY
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 38 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1186 Make/Model- 558 Instrument- UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - 3 Last 30 Days- UNK/NR Last 90 Days- 20 Rotorcraft - UNK/NR
-----------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL OF HIS AIRCRAFT DURING TAKEOFF IN A CROSS WIND. THE AIRCRAFT GROUND LOOPED COLLAPSED THE RIGHT MAIN LANDING GEAR AND NOSED OVER. THE AGRICULTURAL OPERATIONS WERE CANCELED AT THIS PROVISIONAL STRIP BECAUSE OF WIND AND THE AIRCRAFT WAS BEING FERRIED EMPTY OF CARGO WHEN ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 75

1/18/83

FIVE POINTS, CA

A/C Reg. No. N5636J

Time (Lc1) - 1400 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 12 1/21/83 YUCCA VALLEY, CA A/C Reg. No. N9923K Time (Lcl) - 1100 PST

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

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

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

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/004 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 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 YUCCA VALLEY Runway Ident - 60 Runway Lth/Wid - 3550/ 100 Runway Surface - ASPHALT Runway Status - DRY
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 55 Biennial Flight Review Current - YES Months Since - 37 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 500 Make/Model- 130 Instrument- 0 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 9
--------------------------------------------------------------------	----------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING A TAKEOFF FROM YUCCA VALLEY AIRPORT WHEN HE LOST CONTROL OF THE AIRCRAFT AND IT SWERVED OFF THE RUNWAY INTO A WASH WHERE IT FLIPPED OVER ONTO ITS BACK. THE PILOT SAID HE ENCOUNTERED A DUST DEVIL WHICH MADE THE AIRCRAFT UNCONTROLLABLE. THE WEATHER WAS VMC WITH TEMPERATURE IN THE 60'S AND THE WIND FROM THE EAST AT 3 TO 5 KTS.

Brief of Accident (Continued)

File No. - 12

1/21/83

YUCCA VALLEY, CA

A/C Reg. No. N9923K

Time (Lc1) - 1100 PST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 140 1/22/83 NORTH SHORE, CA A/C Reg. No. N65808 Time (Lcl) - 0920 PST

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

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

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

Make/Model	- SCHWEIZER 2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- BODY GEAR	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1040	Engine Type	- UNK/NR		
No. of Seats	- 2	Rated Power	- N/A		

-----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- 120/002 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT</p> <p>Lowest Ceiling - 3000 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>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>DESERT AIR SKY RANCH</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 3000/ 100</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - SOFT</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1670</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 184</p> <p>Multi-Eng - 334</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 41</p> <p>Rotorcraft - 8</p>
------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RATED AIRPLANE PILOT WAS TAKING FLIGHT INSTRUCTION FOR A GLIDER RATING. HE HAD MADE APRX 11 PREVIOUS SOLO FLTS. THE ACCIDENT SEQUENCE BEGAN WHILE THE SAILPLANE WAS BEING LAUNCHED WITH A WENCH TOW. THE PLT REPORTED THAT THE WENCH CABLE FAILED WHEN THE SAILPLANE WAS CLIMBING THRU APRX 100 AGL. ACCORDING TO WITNESSES, THE PILOT DELAYED LOWERING THE SAILPLANE'S NOSE, AND SUBSEQUENTLY, THE PLANE STALLED & CRASHED. AN EXAM OF THE CABLE REVEALED THAT IT HAD FAILED AT A SPLICE. THE NICROPRESS (FITTING) USED TO SPICE THE ENDS TOGETHER HAD BECOME WORN.

Brief of Accident (Continued)

File No. - 140

1/22/83

NORTH SHORE, CA

A/C Reg. No. N65808

Time (Lc1) - 0920 PST

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

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - WORN
 2. MAINTENANCE - INADEQUATE -
 3. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, TOTAL
-

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

Finding(s)

4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

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

-----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. - 14 1/22/83 WATSONVILLE, CA A/C Reg. No. N1887L Time (Lc1) - 1250 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 - LANDING

Fire NONE Crew Pass

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

Make/Model - BEECH BE-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6725
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-541-E1C4
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 180/025 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
APPLE VALLEY, CA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS - COMPLETE
TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

WATSONVILLE
Runway Ident - 01
Runway Lth/Wid - 450/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BE-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 15000 Last 24 Hrs - 3
Make/Model- 550 Last 30 Days- UNK/NR
Instrument- 3050 Last 90 Days- 73
Multi-Eng - 2500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OVERRAN THE RUNWAY AND COLLAPSED THE NOSE GEAR DURING A LANDING IN INSTRUMENT FLIGHT CONDITIONS. HE HAD BEGUN A MISSED APPROACH PROCEDURE DUE TO ENVIRONMENTAL CONDITIONS WHEN HE NOTICED HE COULD STILL SEE THE RUNWAY AND DECIDED HE COULD MAKE A LANDING. HE SAID HE LANDED JUST BEYOND THRESHOLD BUT WITNESSES SAID HE LANDED 2/3 BEYOND THE RUNWAY THRESHOLD. THE PILOT BLAMED HYDROPLANING FOR THE OVERRUN.

Brief of Accident (Continued)

File No. - 14

1/22/83

WATSONVILLE, CA

A/C Reg. No. N1887L

Time (Lc1) - 1250 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - WET

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 39 1/23/83 MT. BALDY,CA

A/C Reg. No. N2180N

Time (Lcl) - 1005 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - 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
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHINO,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

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

Total	- 1346	Last 24 Hrs	- 2
Make/Model-	155	Last 30 Days-	UNK/NR
Instrument-	60	Last 90 Days-	78
Multi-Eng	- 30		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS FLYING TOWARD THE CREST OF MT BALDY, HE WAS BLINDED BY THE SUN REFLECTING OFF OF THE FRESHLY COVERED SNOW PEAK. AS HE REACHED FOR HIS SUN GLASSES, THE AIRCRAFT STRUCK THE MOUNTAIN ABOUT 10 FT BELOW THE CREST.

Brief of Accident (Continued)

File No. - 39

1/23/83

MT. BALDY, CA

A/C Reg. No. N2180N

Time (Lcl) - 1005 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. LIGHT CONDITION - SUNGLARE
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. TERRAIN CONDITION - HIGH TERRAIN
-

-----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. - 152 1/26/83 LOMPOC, CA A/C Reg. No. N11JR Time (Lcl) - 1130 PST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AAA AIR CHARTER, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 401	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAN FRANCISCO, CA			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		LOMPOC	
Wind Dir/Speed	- 120/015 KTS			Runway Ident	- 07
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 3600/ 100
Lowest Sky/Clouds	- 4000 FT	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 4000 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- VOR/DME		
Precipitation	- NONE		TRAFFIC PATTERN		
Condition of Light	- DAYLIGHT		FULL STOP		

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 15339
SE LAND, ME LAND	Months Since - 8	Make/Model	- 339
	Aircraft Type - C-340	Instrument	- UNK/NR
		Multi-Eng	- 14339
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 134
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE LEFT SIDE OF THE RUNWAY DURING LANDING AFTER THE LEFT MAIN LANDING GEAR COLLAPSED. THIS WAS AN AIR TAXI FLIGHT AND ONE OF THE PASSENGERS CONFIRMED THAT ALL 3 LANDING GEAR GREEN LIGHTS WERE ILLUMINATED. EXAMINATION OF THE LEFT MAIN GEAR WHEEL WELL AREA REVEALED THE LEFT STRUT BELLCRANK ATTACH FLANGE FORGING AND THE CONNECTING BOLT. P/N WAS 464P4-26 WERE FRACTURED. THE STRUT FORGING FAILED IN TENSILE OVERLOAD. THE CONNECTING BOLT FRACTURED BY TENSILE SHEAR.

Brief of Accident (Continued)

File No. - 152

1/26/83

LOMPOC, CA

A/C Reg. No. N11JR

Time (Lcl) - 1130 PST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - COMPANY MAINTENANCE PSNL
 4. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COMPANY MAINTENANCE PSNL
 6. MAINTENANCE, 100 HOUR INSPECTION - IMPROPER - COMPANY MAINTENANCE PSNL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 36 2/07/83 SO. LAKE TAHOE, CA A/C Reg. No. N4069R Time (Lcl) - 1408 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	4

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

Make/Model - PIPER PA-32
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 170/015 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1500 FT

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

VAN NUYS, CA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

SOUTH LAKE TAHOE

Runway Ident - 36

Runway Lth/Wid - 8544/ 150

Runway Surface - ASPHALT

Runway Status - WET

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1358

Make/Model- 1210

Instrument- 109

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 27

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE TAKEOFF WAS INITIATED DOWNWIND ON RUNWAY 36, WHICH WAS 8544 FT LONG AND WAS WET. THE FIELD ELEVATION WAS 6264 FT. THE AIRCRAFT WAS OBSERVED BY TOWER PERSONNEL TO ROTATE ABOUT 3000 FT DOWN THE RUNWAY, THEN CLIMB TO ABOUT 50 FT AGL. THE PILOT ELECTED TO ABORT THE TAKEOFF WHEN THE AIRCRAFT WAS NOT CLIMBING WELL. THE TOUCHDOWN WAS MADE WITH APPROXIMATELY 2000 FT OF RUNWAY REMAINING, BUT THE PILOT WAS UNABLE TO STOP IN THE REMAINING DISTANCE. SUBSEQUENTLY, THE AIRCRAFT WENT OFF THE END OF THE RUNWAY AND STRUCK A SNOWBANK.

Brief of Accident (Continued)

File No. - 36

2/07/83

SO. LAKE TAHOE, CA

A/C Reg. No. N4069R

Time (Lcl) - 1408 PST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TAILWIND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

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

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

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. - 16 2/11/83 AVENAL, CA A/C Reg. No. N728Y Time (Lcl) - 1030 PST

-----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 -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - GRUMMAN G164

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3725

No. of Seats - 1

Eng Make/Model - P & W R1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 36

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6600

Make/Model- 2000

Instrument- 38

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING AFTER A SPRAYING OPERATION, THE RIGHT BRAKE FAILED AND THE AIRCRAFT COLLIDED WITH A BERM BEFORE NOSING OVER. THE PILOT SAID THE RIGHT BRAKE FAILED TO KEEP AIRCRAFT ON THE RUNWAY WHEN THE RUDDER BECAME INEFFECTIVE. THE "O" RING PART NUMBER AN 6227-11 WAS WORN CAUSING HYDRAULIC FLUID TO BYPASS THE BRAKE SYSTEM AND RETURN TO THE RESERVOIR.

Brief of Accident (Continued)

File No. - 16

2/11/83

AVENAL,CA

A/C Reg. No. N728Y

Time (Lc1) - 1030 PST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 154 2/27/83 KERMEN,CA A/C Reg. No. N40160 Time (Lcl) - 1525 PST

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

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

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

Make/Model - AYRES CORPORATION S2R-R3S	Eng Make/Model - WRIGHT R1820-71	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 1200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	KERMEN,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7800
SE LAND,ME LAND,SE SEA	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RETURNING FROM A SPRAY MISSION COLLIDED WITH A TREE AND CRASHED NEAR THE PILOTS HOME. THE PILOT MADE A LOW PASS OVER HIS HOUSE TO LET HIS WIFE KNOW HE HAD RETURNED. HE MADE A SPRAY RUN OVER HIS OWN VINEYARD AND COLLIDED WITH A LARGE TREE WHILE PULLING UP AND ROLLING. AFTER TREE CONTACT THE ACFT KEPT ROLLING AND IMPACTED THE GROUND. NO EVIDENCE WAS FOUND TO INDICATE ANY PRE-IMPACT FAILURES IN EQUIPMENT.

Brief of Accident (Continued)

File No. - 154

2/27/83

KERMAN, CA

A/C Reg. No. N40160

Time (Lc1) - 1525 PST

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

Finding(s)

1. OBJECT - TREE(S)
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 163 4/01/83 NEAR MADERA, CA A/C Reg. No. N31184 Time (Lcl) - 1100 PST

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

Type Operating Certificate-COMMERCIAL OPERATOR

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

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

Make/Model - AMERICAN GRUMMAN G164-B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3200

No. of Seats - 1

Eng Make/Model - P & W R-985 AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - 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 - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 70

Runway Lth/Wid - 1800/ 20

Runway Surface - DIRT

Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7929	Last 24 Hrs - 1
Make/Model- 6458	Last 30 Days- UNK/NR
Instrument- 77	Last 90 Days- 182
Multi-Eng - 30	Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HIT A CHUCK HOLE IN HIGH GRASS DURING TAKEOFF ROLL FROM A FIELD FOR AN AERIAL APPLICATION MISSION. THE LEFT LANDING GEAR SEPARATED FROM THE ACFT. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT SUSTAINED MINOR INJURIES. THE FLIGHT WAS ORIGINATING FROM THE FIELD AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 163

4/01/83

NEAR MADERA, CA

A/C Reg. No. N31184

Time (Lc1) - 1100 PST

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

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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. - 169 4/02/83 COMPTON, CA A/C Reg. No. N1399H Time (Lcl) - 0640 PST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
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- 030/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 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 LONG BEACH, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data COMPTON</p> <p>Runway Ident - 25L</p> <p>Runway Lth/Wid - 3670/ 50</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 2	Make/Model- 190
	Aircraft Type - PA-28	Instrument- 7
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A CHAIN LINK FENCE AND A BRICK WALL DURING AN ATTEMPTED GO-AROUND AFTER OVERSHOOTING THE RUNWAY DURING LANDING. THE PILOT WAS HIGH AND HAD ABOUT 25 PERCENT OF THE RUNWAY LEFT WHEN HE DECIDED TO GO AROUND. THE LANDING WAS ATTEMPTED ON RUNWAY 25L. THE WIND WAS 030 DEGREES AT 4 KTS. THE WEATHER WAS VMC. THE ACFT WAS DESTROYED AND THE TWO PILOTS IN THE FRONT SEAT WERE SERIOUSLY INJURED. THE REAR SEAT PASSENGER WAS NOT HURT. THERE WAS NO FIRE EVEN THOUGH THERE WAS FUEL PRESENT IN BOTH WINGS.

Brief of Accident (Continued)

File No. - 169

4/02/83

COMPTON,CA

A/C Reg. No. N1399H

Time (Lc1) - 0640 PST

Occurrence #1 OVERRUN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 10 1/06/83 COLO SPRINGS, CO A/C Reg. No. N36166 Time (Lcl) - 1040 MST

-----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 -MANEUVERING

Fire
NONE

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

Make/Model - SCHWIZER I-36
Landing Gear - N/A
Max Gross Wt - 840
No. of Seats - 1

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

ELT Installed/Activated - NO -N/A
Stall Warning System - 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 - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

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 - TRAFFIC PATTERN

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate -

Flight Time (Hours)

Total	- 219	Last 24 Hrs -	1
Make/Model-	9	Last 30 Days-	9
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS SUBSTANTIALLY DAMAGED DURING A PULLUP FROM A DIVE AT ALTITUDE. THE WING WAS RIPPLED AND BECKLED AND DAMAGED AT THE ATTACH POINTS. THE DIHEDRIAL HAD CHANGED FROM 6 DEGREES TO 8.5 DEGREES. THERE WAS ALSO UNMEASURED CHANGE IN THE SWEEPBACK. IT IS BELIEVED THAT THE PILOT ACHIEVED THE AIRSPEED ESTIMATED FROM THE BAROGRAPH AT 146 MPH BY RETRACTING THE SPEED BRAKES DURING THE DIVE. MAXIMUM AIRSPEED IS 136 MPH FOR THIS GLIDER. THE PILOT DOES NOT RECALL THE PULLUP EXCEPT FOR NEGATIVE G'S AT THE TOP. POSITIVE G FORCES WERE ESTIMATED AT 10.5 TO 11. THE AIRCRAFT MADE A NORMAL LANDING AFTER THE FLIGHT.

Brief of Accident (Continued)

File No. - 10

1/06/83

COLO SPRINGS, CO

A/C Reg. No. N36166

Time (Lc1) - 1040 MST

Occurrence ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. WING, SPAR - BENT
2. WING, WING ATTACHMENT BOLT - DISTORTED
3. WING, SKIN - BUCKLED
4. FUSELAGE - BUCKLED
5. WING, SKIN - DISTORTED
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. SPEED BRAKES - IMPROPER USE OF - PILOT IN COMMAND
8. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 58 2/28/83 ERIE,CO

A/C Reg. No. N8295L

Time (Lcl) - 1545 MST

-----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	2

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

Fire
NONE

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

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-EB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/020 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENVER,CO
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data
TRI COUNTY

Runway Ident - 33
Runway Lth/Wid - 5280/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1397
Last 24 Hrs - 4
Make/Model- 380
Last 30 Days- UNK/NR
Instrument- 244
Last 90 Days- 41
Multi-Eng - 883

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE ENCOUNTERED AN UNEXPECTED DOWNDRAFT OR SHEAR EFFECT & LANDED APPROXIMATELY 102 FT SHORT OF THE RWY. THE ACFT THEN COLLIDED WITH A BAR DITCH LOCATED ABOUT 63 FT FROM THE THRESHOLD FOLDING BACK THE MAIN GEAR. THE ACFT THEN SLID DOWN THE CENTERLINE OF THE RWY, VEERED OFF TO THE RIGHT SIDE & STOPPED APPROXIMATELY 75-100 FT FROM THE APPROACH END OF THE RWY. THE DITCH WAS ABOUT 3 FT WIDE & 2 FT DEEP, & IS ORIENTED PERPENDICULAR TO THE RWY. THERE WAS ANOTHER MUCH LARGER DITCH LOCATED AT THE OPPOSITE END OF THE RWY. NEITHER DITCH WAS MENTIONED IN ANY ARPT PUBLICATION OR NOTAM IDENTIFYING IT AS A POTENTIAL HAZARD.

Brief of Accident (Continued)

File No. - 58

2/28/83

ERIE, CO

A/C Reg. No. N8295L

Time (Lc1) - 1545 MST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DITCH

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 99 3/09/83 COLORADO SPGS,CO A/C Reg. No. N5434K Time (Lcl) - 1447 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 080/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLO SPRINGS,CO
Destination
USAFA,CO

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

USAF ACADEMY
Runway Ident - 46
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 31
Last 24 Hrs - UNK/NR
Make/Model- 31
Last 30 Days- 2
Instrument- 2
Last 90 Days- 19

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PILOT MADE A STEEP AND FAST APPROACH TO LAND AND BOUNCED, LANDING HARD ON THE RIGHT MAIN AND NOSE GEAR. THE AIRCRAFT TOUCHED DOWN A SECOND TIME, IN A LEFT DRIFT AND DEPARTED THE RUNWAY. WHEN THE LEFT GEAR WENT INTO A SNOWBANK AND THE PILOT ADDED POWER TO TRY TO GET CLEAR BUT THE NOSE GEAR HIT THE SNOW AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 99

3/09/83

COLORADO SPGS, CO

A/C Reg. No. N5434K

Time (Lcl) - 1447 MST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 172 3/09/83 LEADVILLE, CO A/C Reg. No. N13620 Time (Lcl) - 0815 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	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

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

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

Eng Make/Model - LYCOMING IO-320-E20
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 020/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CANON CITY, CO
Destination
LEADVILLE, CO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
LEADVILLE

Runway Ident - 34
Runway Lth/Wid - 4800/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

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

Total	-	100	Last 24 Hrs -	2
Make/Model-	100		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 172 COLLIDED WITH A SNOWBANK DURING LANDING AND NOSED OVER. THE WEATHER WAS VMC WITH LIGHT WINDS FROM 20 DEGREES AT 3 KTS. ONE INCH OF FRESH SNOW WAS COVERING THE RUNWAY. THE PILOT SAID HE FLEW THE APPROACH TO RUNWAY 34 WITH 20 DEGREES OF FLAPS AND TOUCHED DOWN 150 YARDS PAST THE NUMBERS. AFTER TOUCHDOWN THE ACFT SKIDDED TO THE LEFT FOR ABOUT 100 YARDS. ACCORDING TO THE PILOT HE APPLIED BRAKES AND RIGHT RUDDER TO NO AVAIL. WHEN HE APPLIED POWER THE ACFT STRAIGHTENED BUT IT WAS TOO LATE. THE LEFT LANDING GEAR WENT INTO A SNOW BANK AND THE ACFT NOSED OVER THE PILOT RECEIVED HIS PRIVATE CERTIFICATE 3 MONTHS BEFORE THE ACCIDENT AND HAD ABOUT 90 HOURS OF FLIGHT TIME.

Brief of Accident (Continued)

File No. - 172

3/09/83

LEADVILLE, CO

A/C Reg. No. N13620

Time (Lcl) - 0815 MST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 193 3/27/83 AURORA, CO A/C Reg. No. 736CU Time (Lcl) - 1515 MST

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

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

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

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point SANTA FE, NM	
Method - UNK/NR	Destination AURORA, CO	Airport Data COLUMBINE
Completeness - WEATHER NOT PERTINENT		Runway Ident - 32
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5000/ 40
Wind Dir/Speed- 100/012 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - SNOW - WET
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 30000 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 195
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 74
		Instrument- 3
		Last 30 Days- 4
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A SNOWBANK DURING LANDING. THE PILOT STATED THAT HE HAD CONTACTED FLT SERVICE AND ASKED ABOUT THE RUNWAY CONDITIONS. NOTHING WAS REPORTED AND NO NOTAMS WERE POSTED. UPON ARRIVAL THE PILOT TRIED TO CONTACT UNICOM AT COLUMBINE. SOMEONE USING CALL SIGN AURORA ANSWERED. ASSUMING COLUMBINE UNICOM WAS OUT OF SERVICE THE PILOT OVERFLEW THE FIELD FOR WIND AND TRAFFIC. HE ENTERED TRAFFIC AND LANDED AND DID NOT REALIZE THE RUNWAY WAS POORLY PLOWED UNTIL AFTER TOUCHDOWN. ONLY A NARROW PATH DOWN THE MIDDLE OF THE RUNWAY WAS PLOWED. THE ACFT TOUCHED DOWN WITH THE LEFT GEAR IN THE SNOW. AS THE ACFT ROLLED THE SNOW CLOGGED THE LEFT WHEEL AND THE ACFT. SWERVED OFF THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 193

3/27/83

AURORA, CO

A/C Reg. No. 736CU

Time (Lc1) - 1515 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOWBANK
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 108 1/21/83 MERIDEN, CT A/C Reg. No. N67897 Time (Lcl) - 1600 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	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	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
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	WATERBURY, CT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MERIDEN, CT	MERIDEN/MARKHAM
Wind Dir/Speed	- 310/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- CLEAR	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 2100/ 75
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- SNOW - CRUSTED

-----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 - 71	Last 24 Hrs - 1
SE LAND	Months Since - 4	Make/Model - 59	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM AN OUT-AND-BACK X-COUNTRY, THE PLT LANDED ON A RWY WITH PATCHES OF ICE. HE STATED THAT AS THE ACFT TOUCHED DOWN, THE LEFT MAIN WHEEL SEEMED TO BE FROZEN AND SKIDDED ON A PATCH OF ICE. AS THE ACFT CONTINUED TO SKID, THE LEFT MAIN WHEEL CONTACTED A DRY PART OF THE RWY AND THE ACFT PIVOTED TO THE LEFT. THE PLT REPORTED THAT HE TRIED TO COUNTER THE MOVEMENT WITH RIGHT RUDDER AND A SLIGHT APPLICATION OF POWER. HOWEVER, THE LEFT MAIN WHEEL AND NOSEWHEEL HIT A SNOWBANK AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 108

1/21/83

MERIDEN,CT

A/C Reg. No. N67897

Time (Lcl) - 1600 EST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 142 1/28/83 DANBURY, CT

A/C Reg. No. N6279P

Time (Lc1) - 1530 EST

-----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 - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

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

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

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

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

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/011 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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
DANBURY
Runway Ident - 08
Runway Lth/Wid - 4419/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 20
Last 24 Hrs - UNK/NR
Make/Model- 20
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 5

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PLT WAS TAKING OFF ON RWY 08 WITH A WIND FROM THE NORTHEAST AT 11 KTS. HE REPORTED THAT HE WAS APRX 100 FT INTO THE TAKEOFF ROLL WHEN THE ACFT SWERVED TO THE LEFT. SUBSEQUENTLY, THE ACFT COLLIDED WITH A SNOWBANK ON THE LEFT EDGE OF THE RWY.

Brief of Accident (Continued)

File No. - 142

1/28/83

DANBURY,CT

A/C Reg. No. N6279P

Time (Lcl) - 1530 EST

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 54 1/29/83 DANSVILLE, CT

A/C Reg. No. N7523D

Time (Lcl) - 1200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
DANSVILLE

Runway Ident - 14
Runway Lth/Wid - 4000/ 100
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-WAIVERS/LIMIT

Flight Time (Hours)

Total.	- 334	Last 24 Hrs -	1
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE FLANGE ON THE RIGHT MAIN LANDING GEAR STRUT BROKE OFF ALLOWING THE SHOCK CORD TO COLLAPSE.

Brief of Accident (Continued)

File No. - 54

1/29/83

DANSVILLE, CT

A/C Reg. No. N7523D

Time (Lcl) - 1200 EST

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

Finding(s)
1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, PARTIAL

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

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----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. - 141 1/30/83 BRIDGEPORT, CT A/C Reg. No. N62264 Time (Lcl) - 1223 EST

-----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

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

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

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

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 130/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 2200 FT SCATTERED
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BRIDGEPORT
Runway Ident - 11
Runway Lth/Wid - 4761/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 69 Last 24 Hrs - 2
Make/Model- 69 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PRACTICING THREE TAKEOFFS AND LANDINGS, A FOURTH TAKEOFF WAS ABORTED. THE STUDENT COMPLETED A RUN-UP, CHECKED THE CONTROLS AND RECEIVED CLEARANCE TO TAKEOFF. HE STATED THAT HE BEGAN ROLLING STRAIGHT DOWN THE CENTERLINE, THEN AT ABOUT 45 KTS, THE PLANE ABRUPTLY TURNED TO THE LEFT, SUBSEQUENTLY, THE PLANE HIT A SNOWBANK AT THE INTERSECTION OF RUNWAYS 11 AND 34 AND NOSED OVER.

Brief of Accident (Continued)

File No. - 141

1/30/83

BRIDGEPORT, CT

A/C Reg. No. N62264

Time (Lc1) - 1223 EST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

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

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 125 3/16/83 PLAINVILLE,CT

A/C Reg. No. N6298M

Time (Lc1) - 1630 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PLAINVILLE,CT

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

ROBERTSON

Runway Ident - 20

Runway Lth/Wid - 3116/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 31

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 38

Make/Model- 38

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT JUST PRIOR TO A LANDING TOUCHDOWN, HE PUSHED THE CONTROL YOKE FORWARD, THEN THE ACFT HIT THE RWY AND BEGAN TO BOUNCE. AFTER THE 4TH BOUNCE, THE ACFT TOUCHED DOWN ON THE RWY ON THE RIGHT WHEEL AND YAWED ABRUPTLY TO THE RIGHT. REPORTEDLY, THE PROPELLER CONE PENETRATED THE GROUND APRX 1 FT FROM THE RWY AND THE ACFT NOSED OVER. THERE WAS SUBSTANTIAL DAMAGE TO THE NOSEWHEEL STRUT, VERTICAL STABILIZER, WINGS AND ENG COWLING.

Brief of Accident (Continued)

File No. - 125

3/16/83

PLAINVILLE,CT

A/C Reg. No. N6298M

Time (Lc1) - 1630 EST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

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

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. 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) 2,3,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 144 2/18/83 MARIETTA, GA A/C Reg. No. N35594 Time (Lcl) - 1015 EST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - 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 ATLANTA, GA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MCCOLLUM</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 4580/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 80
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A PARKED VAN WHILE TAXIING FROM LANDING AT MCCOLLUM AIRPORT, MARIETTA, GA. THE ACFT WAS BEING DEMONSTRATED TO A PROSPECTIVE BUYER WHO WAS IN THE LEFT FRONT SEAT WITH THE OWNER IN THE RIGHT SEAT. AFTER A FLIGHT FROM ATLANTA, GA THEY LANDED AT MCCOLLUM. AS THE ACFT NEARED THE TAXIWAY AFTER LANDING THE PILOT STATED HE ATTEMPTED TO TURN TO THE RIGHT AT 5 MPH. RIGHT RUDDER AND PARTIAL RIGHT BRAKE WERE APPLIED BY THE LEFT SEAT PILOT. WHEN IT BECAME APPARENT THAT THE RADIUS OF TURN WAS TOO LARGE FULL RIGHT BRAKE WAS APPLIED BY BOTH PILOTS WITH REPORTEDLY NO RESPONSE. THE LEFT WING OF THE ACFT STRUCK THE WINDSHIELD OF A VAN PARKED ONE FOOT TO THE LEFT OF THE TAXIWAY. NO MALFUNCTIONS COULD BE FOUND IN THE RIGHT BRAKE OR THE STEERING SYSTEM DURING THE INVESTIGATION. HOWEVER, THE LEFT BRAKE WAS INOPERATIVE AND FLUID WAS LEAKING FROM ITS CYLINDER.

Brief of Accident (Continued)

File No. - 144

2/18/83

MARIETTA,GA

A/C Reg. No. N35594

Time (Lc1) - 1015 EST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 2. LANDING GEAR,NORMAL BRAKE SYSTEM - LEAK
 3. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - 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

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. - 48 2/24/83 FOLKSTON,GA A/C Reg. No. N7379E Time (Lcl) - 1300 EST

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

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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ST.SIMONS ISL.,GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - UNK/NR	TALLAHASSEE,FL	DAVIS FIELD
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3048
SE LAND,ME LAND	Months Since - 17	Make/Model- 82
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1308
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER DEPARTURE, THE PILOT OBSERVED FUEL COMING FROM THE FUEL TANK VENT AND ELECTED TO MAKE A PRECAUTIONARY LANDING. HE TOUCHED DOWN IN THE FIRST 1/3 OF RUNWAY 17 AT A SPEED OF ABOUT 80 MPH. THE PILOT STATED THAT THE BRAKES FAILED DURING THE ROLL-OUT AND HE STEERED THE AIRCRAFT OFF THE LEFT SIDE OF THE RUNWAY TO AVOID A DROP-OFF BEYOND THE END OF THE RUNWAY. BEFORE STOPPING, THE AIRCRAFT COLLIDED WITH TREES. AFTER EXITING THE AIRCRAFT, THE PILOT NOTED AN APPARENT 10 KT TAIL WIND. HE STATED THAT BEFORE LANDING, THE WIND SOCK INDICATED A CROSSWIND. THE WINDSOCK WAS LOCATED IN A SHELTERED AREA AND THE RUNWAY WAS LINED WITH 50 TO 60 FT TREES ON BOTH SIDES. A CHECK OF THE BRAKES REVEALED THAT THEY OPERATED NORMALLY AND HAD NORMAL WEAR. AN EXAMINATION OF THE FUEL SYSTEM REVEALED THAT THE LEFT WING BLADDER HAD PULLED LOOSE FROM ITS ATTACHMENTS AND HAD COLLAPSED.

Brief of Accident (Continued)

File No. - 48

2/24/83

FOLKSTON,GA

A/C Reg. No. N7379E

Time (Lc1) - 1300 EST

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

Finding(s)

1. FUEL SYSTEM,TANK - LOOSE
2. FUEL SYSTEM - SIPHONING

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. WEATHER CONDITION - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 131 3/07/83 MARSHALLVILLE, GA A/C Reg. No. N8515V Time (Lcl) - 1430 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	0	0	0	0
Accident Occurred During	-TAKEOFF					

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

Make/Model	- ROCKWELL INTL S-2R	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/003 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2300 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>PRIVATE STRIP</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3000/ 75</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5000
SE LAND	Months Since - 3	Make/Model- 1350
	Aircraft Type - 172	Instrument- 0
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS TAKING OFF WITH A LOAD OF FERTILIZER FROM A NEWLY CONSTRUCTED STRIP THAT WAS WET AND SOFT. HE STATED THAT HE FAILED TO CLEAR A MUD-HOLE AT THE END OF THE STRIP, THE WHEELS MIRED IN THE MUD, AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 131

3/07/83

MARSHALLVILLE,GA

A/C Reg. No. N8515V

Time (Lc1) - 1430 EST

Occurrence NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 101 3/11/83 WADLEY,GA A/C Reg. No. N8233G Time (Lc1) - 1630 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/016 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DIRT ROAD
Runway Ident - 36
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 1343
Instrument- 40
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 6
Rotorcraft - 43

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT HAD BEEN USING A PAVED ROAD FOR A LANDING STRIP UNTIL SOMEONE COMPLAINED. HE THEN CHANGED TO A NORTH-SOUTH DIRT ROAD WITH TREES ON THE WEST SIDE AND UTILITY WIRES AND POLES ON THE RIGHT SIDE. WHILE LANDING WITH A LEFT CROSSWIND AT ABOUT 16 GUSTING 20 KTS, THE AIRCRAFT DRIFTED TO THE RIGHT AND THE RIGHT WING SLIPPED BETWEEN THE WIRES. THE PILOT'S EFFORTS TO TURN AWAY FROM THE UTILITY LINE RESULTED IN THE RIGHT WING CONTACTING THE TOP WIRE WHICH PREVENTED THE AIRCRAFT FROM TURNING LEFT. SUBSEQUENTLY, THE RIGHT WING HIT AN INSULATOR MOUNT AND THE AIRCRAFT CRASHED. THE PILOT WAS LANDING FOR HIS 27TH LOAD OF THE DAY.

Brief of Accident (Continued)

File No. - 101

3/11/83

WADLEY,GA

A/C Reg. No. N8233G

Time (Lcl) - 1630 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE - PILOT IN COMMAND
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. OBJECT - WIRE,TRANSMISSION
9. OBJECT - UTILITY POLE

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 96 3/19/83 STONE MOUNTAIN,GA A/C Reg. No. N8593N Time (Lcl) - 0930 EST

-----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	0	0	0	1
Pass	0	0	0	0

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

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

STONE MOUNTAIN
Runway Ident - 17
Runway Lth/Wid - 2500/ 45
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 090/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 74	Last 24 Hrs - UNK/NR
Make/Model-	74	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT OVERRAN THE DEPARTURE END OF THE RUNWAY AND COLLIDED WITH AN EMBANKMENT DURING AN ABORTED TAKEOFF. THE STUDENT PILOT DID NOT FILE A FLIGHT PLAN OR CHECK THE WEATHER FOR THIS FLIGHT. THE WEATHER WAS VMC BUT THE PILOT STARTED THE TAKEOFF DOWN WIND. THE PILOT INITIATED THE ABORT WHEN HE DISCOVERED HE WAS GOING DOWNWIND AND WAS AT ROTATIONAL SPEED.

Brief of Accident (Continued)

File No. - 96

3/19/83

STONE MOUNTAIN, GA

A/C Reg. No. N8593N

Time (Lc1) - 0930 EST

Occurrence #1 OVERRUN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----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. - 143 1/09/83 NEAR HONOLULU, HI A/C Reg. No. N32658 Time (Lcl) - 1705 HST

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

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

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

Make/Model	- PIPER PA-28-151	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
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	HONOLULU, HI	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	KONA, HI	
Wind Dir/Speed	- 190/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2800 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 5000 FT BROKEN	- SPECIAL VFR	- N/A
Obstructions to Vision	- HAZE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 193
SE LAND	Months Since - 23	Make/Model	- 5
	Aircraft Type - C-172	Instrument	- 12
		Multi-Eng	- 3
		Last 24 Hrs	- 5
		Last 30 Days	- 5
		Last 90 Days	- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSENGERS DEPARTED ON A SIGHT-SEEING FLT TO VIEW A VOLCANO ON THE ISLAND OF HAWAII VIA KONA, HI & RETURN. THE FUEL TANKS HAD BEEN TOPPED OFF BEFORE DEPARTURE, & REPORTEDLY, THERE WAS SUFFICIENT FUEL FOR THE FLT. EXCEPT FOR DIFFICULTIES IN STARTING THE ENGINE (WHICH REQUIRED A JUMPED START DUE TO A LOW BATTERY), THE FLT WAS UNEVENTFUL UNTIL THE ACFT WAS BETWEEN MOLOKAI & HONOLULU. AT THAT TIME, THE ENGINE SPUTTERED & BEGAN TO RUN ROUGH. THE PLT MANAGED TO GET THE ENGINE RUNNING SMOOTHLY FOR A TIME BY ADJUSTING THE MIXTURE CONTROL, BUT THEN IT SPUTTERED AGAIN & QUIT RUNNING. THE ACFT WAS DITCHED IN THE OPEN SEA, & ABOUT 2 HRS LATER, THE OCCUPANTS WERE RESCUED BY THE COAST GUARD. THE ACFT SANK & WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 143

1/09/83

NEAR HONOLULU, HI

A/C Reg. No. N32658

Time (Lc1) - 1705 HST

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 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. - 11 1/01/83 WOODBINE, IA A/C Reg. No. N2639C Time (Lcl) - 1230 CST

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

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

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

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- HAZE		
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 - 3703
SE LAND, ME LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 266
		Multi-Eng - 20
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 58
		Rotorcraft - 3213

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT CHECKED BRAKING ON ICY SOD RUNWAY BEFORE TAKEOFF AND IT SEEMED TO BE ALL RIGHT. UPON RETURNING TO LAND THE PILOT NOTICED A FARMER DRIVING CATTLE NEAR THE LANDING THRESHOLD SO HE DECIDED TO LAND LONG INSTEAD OF GOING AROUND. USING HALF FLAPS HE LANDED 835 FEET DOWN THE 2200 FOOT RUNWAY. AFTER LANDING HE DISCOVERED BRAKING WAS NOT HOLDING. HE BRACED HIMSELF AND SLID OFF THE END OF THE RUNWAY. THE AIRCRAFT WENT OVER A DIKE AND INTO A DITCH. THE ICY RUNWAY WAS PARTIALLY MELTED AND MORE SLIPPERY THAN IT HAD BEEN BEFORE TAKEOFF.

Brief of Accident (Continued)

File No. - 11

1/01/83

WOODBINE, IA

A/C Reg. No. N2639C

Time (Lc1) - 1230 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
6. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 28 1/02/83 INDIANOLA, IA A/C Reg. No. N1511Y Time (Lcl) - 0930 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
NONE
Fire
NONE

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

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

Make/Model - BALLOON WORKS FIREFLY 7B
Landing Gear - N/A
Max Gross Wt - 1660
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 010/007 KTS
Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT

Lowest Ceiling - 2500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARLISLE, IA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

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 - 25

Biennial Flight Review

Current - YES
Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 18	Last 24 Hrs	- UNK/NR
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO MAKE A TOUCH AND GO LANDING IN WIND THAT WAS FROM 010 DEG AT 7, GUSTING 9 KTS. DURING TOUCHDOWN, THE BASKET WAS DRIFTING AND TILTED OVER SIDEWAYS. THE PASSENGER WEIGHED 290 LBS AND WAS UNABLE TO MAINTAIN HIS BALANCE. WHEN THE BASKET TILTED, HE FELL OUT. WITHOUT THE PASSENGER, THE BALLOON IMMEDIATELY BECAME AIRBORNE AGAIN WITH ONLY THE PILOT. THE PASSENGER TOLD THE PILOT THAT HE WAS ALRIGHT, BUT LATER, HIS ANKLE WAS FOUND TO HAVE BEEN BROKEN. THE PILOT LANDED AT THE NEXT AVAILABLE SITE WHERE THE BALLOON COULD BE RECOVERED.

Brief of Accident (Continued)

File No. - 28

1/02/83

INDIANOLA, IA

A/C Reg. No. N1511Y

Time (Lc1) - 0930 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 157 1/31/83 CEDAR RAPIDS, IA A/C Reg. No. N9708R Time (Lc1) - 1000 CST

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

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

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

Make/Model - BEECH M35	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
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 - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OMAHA, NE	CEDAR RAPIDS MUNICIPAL
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 398
SE LAND	Months Since - 12	Make/Model- 77
	Aircraft Type - UNK/NR	Instrument- 66
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENGINE FIRED AS THE PILOT HAND-PROPPED IT AND THE PROPELLER STRUCK THE PILOT IN THE LEG. THE PILOT HAD TRIED THE STARTER BUT COULD NOT GET A START. HE TURNED THE SWITCHES OFF AND DECIDED TO PULL THE PROP THROUGH BY HAND. HE PULLED IT THROUGH BACKWARDS A FEW TIMES AND THEN TURNED IT IN THE NORMAL DIRECTION. THE ENGINE FIRED AND THE PROP STRUCK THE PILOT'S LEG. THE MAGNETO SWITCH WAS FOUND TO HAVE PLAY IN IT BUT DID CUT OFF WHEN POSITIONED AS FAR LEFT AS POSSIBLE. IT WAS LEFT SLIGHTLY OUT OF DETENT BY THE PILOT AS DETERMINED BY MOVEMENT OF THE SWITCH TOWARD OFF AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 157

1/31/83

CEDAR RAPIDS, IA

A/C Reg. No. N9708R

Time (Lc1) - 1000 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. IGNITION SYSTEM, MAGNETO - LOOSE
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 114 2/09/83 GARWIN, IA A/C Reg. No. N6144T Time (Lcl) - 1515 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
NONE

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

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

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

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DES MOINES, IA
Destination
LA PORTE CITY, IA

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 - 30
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 400
Make/Model- 300
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BRIEFING FOR A FLT TO WESTERN OKLAHOMA, THE PLT WAS ADVISED THAT IMC WX WAS FORCASTED ALONG THE ROUTE. HE CHANGED HIS DESTINATION TO WATERLOO, IA & WAS ADVISED OF IMC IN THAT AREA ALSO. WHILE EN ROUTE, THE ACFT CRASHED IN A FIELD COVERED WITH SNOW. TWO WITNESSES HEARD THE PLANE BEFORE IT CRASHED. BOTH REPORTED THE ENGINE SOUNDED NORMAL UNTIL IMPACT. ONE WITNESS SAID THE ACFT SOUNDED LIKE IT WAS IN A DIVE. DURING AN EXAM OF THE WRECKAGE, NO EVIDENCE OF A PREIMPACT FAILURE WAS FOUND. WITNESSES REPORTED THAT AT THE TIME OF THE ACCIDENT, THERE WERE CLOUDS AND THE VISIBILITY WAS LESS THAN 1/2 MI WITH FOG.

Brief of Accident (Continued)

File No. - 114

2/09/83

GARWIN, IA

A/C Reg. No. N6144T

Time (Lc1) - 1515 CST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
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 - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 188 5/16/83 ATLANTIC,IA A/C Reg. No. N8094N Time (Lcl) - 1400 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 - PIPER PA-28-140B	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1237	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	ATLANTIC,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WHEATLEY FARMS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Appch/Lndg - VISUAL STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 332
		Instrument- 4
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT SWERVED OFF THE LEFT SIDE OF THE RUNWAY COLLIDED WITH A FENCE AND NOSED OVER IN A FRESHLY PLOWED FIELD DURING LANDING. THE ACFT WAS OWNED BY THE PILOT AND WAS BEING LANDED ON THE PILOTS PRIVATE AIRSTRIP AT HIS FARM. THE PILOT INDICATED THAT THE BRAKES WERE EXAMINED AFTER THE ACCIDENT AND FOUND TO BE RUSTED AND PITTED. IT ALSO SEEMED TO THE PILOT THAT THE LEFT BRAKE PULLED THE ACFT TO THE LEFT OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 188

5/16/83

ATLANTIC,IA

A/C Reg. No. N8094N

Time (Lcl) - 1400 CDT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - CORRODED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. LANDING GEAR,NORMAL BRAKE SYSTEM - IMPROPER
4. MAINTENANCE,REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 65 1/17/83 POCATELLO, ID A/C Reg. No. N28163 Time (Lcl) - 1541 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 280/005 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 400 FT SCATTERED
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- SMOKE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTLAND, OR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS - COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

POCATELLO MUNI.
Runway Ident - 21
Runway Lth/Wid - 9046/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 56

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - 17-30A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3200	Last 24 Hrs	- 3
Make/Model-	1204	Last 30 Days-	UNK/NR
Instrument-	285	Last 90 Days-	2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A MISSED APPROACH A PARTIAL POWER LOSS OCCURRED DURING THE TRANSITION TO CLIMB. THE PLT EXECUTED A COURSE REVERSAL TO RETURN VISUALLY TO THE ARPT. SHORTLY THEREAFTER HE CHOSE TO EXECUTE AN EMERGENCY LANDING ON A FRONTAGE ROAD WHICH PARALLELED RR TRACKS. DURING THE APPROACH THE ACFT STRUCK COMMUNICATION LINES & THEN A POLE. EXAMINATION OF THE THROTTLE CABLE REVEALED THAT IT HAD SLIPPED FREE OF ITS ATTACH POINT AT THE CARBURETOR. A NEW THROTTLE CABLE HAD BEEN INSTALLED 12/7/82. THE ACFT WAS OPERATED 2.7 HRS SINCE THAT TIME, THE EQUIVALENT OF THE FLT TIME FROM PORTLAND, OR TO POCATELLO, ID.

Brief of Accident (Continued)

File No. - 65

1/17/83

POCATELLO, ID

A/C Reg. No. N28163

Time (Lc1) - 1541 MST

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - DISCONNECTED
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

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)

3. OBJECT - WIRE, TRANSMISSION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 132 1/23/83 ATHOL, ID

A/C Reg. No. N56T

Time (Lc1) - 1625 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 -DESCENT

Fire NONE
Crew Pass

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

Make/Model - CROMWELL/PITTS S-1S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360-B4A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HENLEY AERODROME
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 - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1000	Last 24 Hrs	- 5
Make/Model	- 20	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 35
Multi-Eng	- 15	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOKOFF WITH AN ESTIMATED 7 GAL OF FUEL ON BOARD. WHILE PERFORMING AEROBATIC MANEUVER, HE ENTERED A VERTICAL, CLIMBING, POWER-ON MANEUVER. WITNESSES REPORTED THAT THE ACFT CLIMBED TO ZERO AIRSPEED AT ABOUT 2500 FT AGL. REPORTEDLY, THE ACFT THEN SLID BACKWARD AND ENTERED AN INVERTED FLAT SPIN. POWER REMAINED ON FOR ABOUT HALF OF THE DESCENT. WHEN THE POWER WAS REDUCED, THE ACFT ENTERED AN UPRIGHT SPIN AND CONTINUED TO DESCEND IN THIS MODE UNTIL GROUND IMPACT. INTERVIEWS WITH OTHER PLTS, FAMILIAR WITH THE FLT CHARACTERISTICS OF THE PITTS, REVEALED THAT AT A LOW STATE OF FUEL, THE CENTER-OF-GRAVITY IS IN THE AFT RANGE. THEY REPORTED A POWER REDUCTION IS NECESSARY TO RECOVER FROM AN INVERTED SPIN. THEY ALSO STATED THAT INTENTIONAL SPINS WERE NOT A NORMAL PART OF THIS PLT'S AEROBATIC ROUTINE. NO MALFUNCTION OF THE ACFT OR PLT IMPAIRMENT WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 132

1/23/83

ATHOL, ID

A/C Reg. No. N56T

Time (Lcl) - 1625 PST

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. THROTTLE/POWER CONTROL - IMPROPER USE OF - 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) 3,4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 123 1/30/83 PAYETTE, ID A/C Reg. No. N1415Y Time (Lc1) - 1635 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

PAYETTE
Runway Ident - 31
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 55
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	59	Last 24 Hrs	2
Make/Model-	38	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED AFTER A HARD LANDING AND DRIFTED OFF THE RUNWAY INTO A TREE. THE ACFT THEN STOPPED IN THE MUD AND NOSED OVER. THE LANDING WAS ON RUNWAY 31 AND THE WIND WAS 360 DEGREES AT 8 KTS.

Brief of Accident (Continued)

File No. - 123

1/30/83

PAYETTE, ID

A/C Reg. No. N1415Y

Time (Lcl) - 1635 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

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

Finding(s)

7. TERRAIN CONDITION - SOFT
 8. TERRAIN CONDITION - WET
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 200 4/11/83 DIXIE, ID A/C Reg. No. N54M Time (Lcl) - 1345 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	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 TU-206	Eng Make/Model - CONTINENTAL TSIO-520-C	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	
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- 045/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>WHITEWATER</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 1200 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total - 6200</td> <td>Last 24 Hrs - 8</td> </tr> <tr> <td>Make/Model- 3530</td> <td>Last 30 Days- 0</td> </tr> <tr> <td>Instrument- 204</td> <td>Last 90 Days- 58</td> </tr> <tr> <td>Multi-Eng - 880</td> <td></td> </tr> </table>	Total - 6200	Last 24 Hrs - 8	Make/Model- 3530	Last 30 Days- 0	Instrument- 204	Last 90 Days- 58	Multi-Eng - 880	
Total - 6200	Last 24 Hrs - 8									
Make/Model- 3530	Last 30 Days- 0									
Instrument- 204	Last 90 Days- 58									
Multi-Eng - 880										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A PINE TREE OFF THE DEPARTURE END OF THE RUNWAY DURING LANDING. THE AIRSTRIP BEING USED IS 1200 FEET LONG. THE PURPOSE OF USING IT WAS TO GIVE THE PILOT UNDER INSTRUCTION EXPERIENCE IN BUSH-TYPE AIRSTRIPS. THE P.U.I. WAS MAKING THE SECOND LANDING AFTER A DEMONSTRATION BY THE INSTRUCTOR. THE WINDS WERE VARIABLE AND TOUCHDOWN WAS LONGER THAN PROJECTED. THE AIRCRAFT THEN BOUNCED AND THE INSTRUCTOR TOOK OVER THE CONTROLS. THE FLAPS WERE RAISED AFTER GROUND CONTACT AND MAXIMUM BRAKING WAS USED BUT THE ACFT COLLIDED WITH A TREE AT THE END OF THE AIRSTRIP AND STOPPED A FEW FEET BEYOND. THERE IS NO GO-AROUND CAPABILITY AFTER REACHING SHORT FINAL.

Brief of Accident (Continued)

File No. - 200

4/11/83

DIXIE, ID

A/C Reg. No. N54M

Time (Lc1) - 1345 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - DUAL STUDENT
 2. PROPER TOUCHDOWN POINT - EXCEEDED - DUAL STUDENT
 3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND(CFI)
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

6. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 91 4/19/83 NEAR NORDM, ID A/C Reg. No. N62409 Time (Lcl) - 0700 PST

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

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

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

Make/Model - HILLER 12-E	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - TURBOCHAFT	
No. of Seats - 3	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEAR NORDM, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2129
SE LAND	Months Since - 1	Make/Model- 308
	Aircraft Type - 12-E	Instrument- 81
		Last 24 Hrs - 1
		Last 30 Days- 50
		Last 90 Days- 18
		Rotorcraft - 2139

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT BROKE THROUGH CRUSTED SNOW ON A COUNTY ROAD DURING LANDING AND ROLLED OVER. THE HELICOPTER WAS ON A BUSINESS FLIGHT AND THE PILOT DID NOT CLAIM ANY MECHANICAL DISCREPANCIES. THE WEATHER WAS VMC AND NONE OF THE 3 OCCUPANTS WERE INJURED. THE SNOW AT THE SCENE WAS ABOUT 4 FEET DEEP. DURING THE RUN ON LANDING THE SKIDS BROKE THROUGH THE CRUSTED TOP OF THE SNOW CAUSING THE HELICOPTER TO TIP FOWARD STRIKING THE MAIN ROTOR BLADES. THE AIRCRAFT YAWED TO THE RIGHT AND CAME TO REST ON ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 91

4/19/83

NEAR NORDM, ID

A/C Reg. No. N62409

Time (Lc1) - 0700 PST

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - ICY
4. RUN ON LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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. - 127 1/05/83 HANOVER PARK, IL A/C Reg. No. N9621Q Time (Lcl) - 0800 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 280/007 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 200 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCHAUMBURG, IL

Destination
MIMBRES, NM

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SCHAUMBURG
Runway Ident - 28
Runway Lth/Wid - 3000/ 40
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 172

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 235

Make/Model- 51

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED IN AN OPEN FIELD ABOUT ONE AND ONE HALF MILES FROM THE DEPARTURE AIRPORT. THE WEATHER WAS IMC WITH LOW CEILINGS AND VISIBILITY IN FOG AND SNOW. THERE WAS NO RECORD THAT THE PILOT RECEIVED A WEATHER BRIEFING. GROUND WITNESSES NEAR THE SITE SAID THE VISIBILITY WAS ONE MILE OR LESS AND CEILINGS 100 TO 200 FEET. DURING THE CRASH SEQUENCE, THE AIRCRAFT STRUCK A TREE ABOUT 60 FEET NORTHWEST OF THE INITIAL GROUND IMPACT. THERE WAS A DEPRESSION IN THE FIELD EMANATING FROM A LARGER IMPACT HOLE ON A HEADING OF 217 DEGREES. THE AIRCRAFT WAS ON ITS NOSE AND BOTH WINGS. THE WINGS WERE CRUSHED AND THE COCKPIT WAS DESTROYED. ALL OCCUPANTS WERE FATALY INJURED. THE PILOT WAS NOT INSTRUMENT RATED. THERE WAS NO EVIDENCE OF PRE-IMPACT MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 127

1/05/83

HANOVER PARK, IL

A/C Reg. No. N9621Q

Time (Lc1) - 0800 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - SNOW
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,8,9

Factor(s) relating to this accident is/are finding(s) 3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 173 1/09/83 ASHKUM, IL A/C Reg. No. N8343E Time (Lcl) - 1725 CST

-----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 - LANDING			0	0	0
					1
					0

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

Make/Model - MOONEY M20A	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
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	TROY, MI	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	PALMYRA, IL	Runway Ident - N/A
Wind Dir/Speed - 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LNDG	
Obstructions to Vision - HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 2011
SE LAND	Months Since - 4	Make/Model - 332
	Aircraft Type - UNK/NR	Instrument - 0
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A PRECAUTIONARY LANDING IN A PLOWED FIELD DURING A FERRY FLIGHT BECAUSE OF LOWERING CEILING AND DARKNESS. DURING THE LANDING THE GEAR COLLAPSED FROM OVERLOAD. THE PILOT WAS DELAYED IN HIS DEPARTURE FOR MAINTENANCE AND SERVICE. INCREASING CLOUDS AND DARKNESS AND HIS INABILITY TO LOCATE TWO OF HIS ALTERNATES PUT HIM INTO A SITUATION AND HE ELECTED TO LAND OFF AIRPORT IN AN OPEN FIELD RATHER THAN RISK FURTHER FLIGHT.

Brief of Accident (Continued)

File No. - 173

1/09/83

ASHKUM,IL

A/C Reg. No. N8343E

Time (Lc1) - 1725 CST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - HAZE
 3. LIGHT CONDITION - DUSK
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 79 1/16/83 WHEATON, IL A/C Reg. No. N3318F Time (Lcl) - 1322 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
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	AURORA, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	Runway Ident - N/A
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 77	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 203
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 203
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT AT 2500' AGL THE CARBURETOR ICE WARNING LIGHT CAME ON. THE PILOT APPLIED CARBURETOR HEAT AND THE LIGHT WENT OUT. AFTER THE LIGHT WENT OUT THE PILOT RETURNED THE HEAT TO "OFF." THE PILOT REPEATED THE ABOVE SEQUENCE AND WHEN THE LIGHT ILLUMINATED FOR THE THIRD TIME THE ENGINE STOPPED. THE PILOT STALLED THE AIRCRAFT WHEN EXECUTING A FORCED LANDING. THE HARD LANDING CAUSED DAMAGE TO THE ENGINE FIREWALL AREA.

Brief of Accident (Continued)

File No. - 79

1/16/83

WHEATON, IL

A/C Reg. No. N3318F

Time (Lcl) - 1322 CST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 42 1/20/83 ST. JACOB, IL

A/C Reg. No. N5712V

Time (Lcl) - 1540 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - BEECH 95-C55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 050/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 8000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
. OKLAHOMA CITY, OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ST. JACOB
Runway Ident - 13
Runway Lth/Wid - 2600/ 50
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1551
Make/Model- 504
Instrument- 92
Multi-Eng - 866
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING ROLL, HE INADVERTENTLY RETRACTED THE GEAR.

Brief of Accident (Continued)

File No. - 42

1/20/83

ST. JACOB, IL

A/C Reg. No. N5712V

Time (Lc1) - 1540 CST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 160 1/23/83 ROCKFORD,IL A/C Reg. No. N61558 Time (Lcl) - 1927 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
Crew	0	0	0	1
Pass	0	0	0	0

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

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

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

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 100/006 KTS
Visibility - .250 SM
Lowest Sky/Clouds - 100 FT
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
IRONWOOD,MI
Destination
ROCKFORD,IL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS - COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ROCKFORD
Runway Ident - 60
Runway Lth/Wid - 8199/ 100
Runway Surface - CONCRETE
Runway Status - WET

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 999 Last 24 Hrs - 3
Make/Model- 744 Last 30 Days- 7
Instrument- 105 Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED INTO THE 2ND FLOOR OF A BUILDING WHILE MAKING AN ILS APPROACH TO RUNWAY 36 AT ROCKFORD, IL. THE WEATHER WAS IMC. AN IFR FLIGHT PLAN WAS FILED. A PILOT WEATHER BRIEFING WAS NOT GIVEN. THE PILOT WAS INSTRUMENT RATED. AN APPROACH WAS ATTEMPTED AT JANESVILLE BUT THE LOCALIZER WAS INOPERATIVE AND THE APPROACH WAS DISCONTINUED. THE ACFT WAS THEN VECTORED TO ROCKFORD BUT DURING THE APPROACH WAS UNABLE TO MAINTAIN ALTITUDE BECAUSE OF AIRFRAME ICING. THE ACFT DISAPPEARED FROM RADAR ONE HALF MILE FROM THE RUNWAY. THE PILOT WAS NOT INJURED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 160

1/23/83

ROCKFORD, IL

A/C Reg. No. N61558

Time (Lc1) - 1927 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. - PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. WEATHER CONDITION - ICING CONDITIONS
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 71 2/10/83 VERNON, IL A/C Reg. No. N8222W Time (Lcl) - 1500 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	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	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	BRAUN RLA	
Wind Dir/Speed	- 020/008 KTS	Runway Ident	- 27
Visibility	- 5.0 SM	Runway Lth/Wid	- 2175/ 50
Lowest Sky/Clouds	- 2200 FT SCATTERED	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 35	Last 24 Hrs - 3
	Months Since - N/A	Make/Model - 22	Last 30 Days - 1
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT RAN OFF THE END OF A RUNWAY AND COLLIDED WITH A DITCH. THE STUDENT PILOT ON HIS FIRST SOLO CROSS COUNTRY HAD BECOME DISORIENTED AND LANDED 95 MILES OFF COURSE. HE HAD BEEN FLYING 2 HOURS AND 30 MINUTES. HE WAS SUPPOSED TO REACH ENROUTE STOP AFTER 1 HOUR AND 10 MINUTES. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT MADE HIS PRECAUTIONARY LANDING DOWNWIND AND COULD NOT STOP ON THE WET, ICY, SOD RUNWAY WHICH WAS 2175 FEET LONG. EVEN THOUGH THE WEATHER WAS VMC THE VISIBILITY WAS RESTRICTED TO 5 MILES IN HAZE. THE AIRCRAFT WAS ONE THIRD DOWN THE LENGTH OF THE RUNWAY BEFORE TOUCHDOWN ON LANDING AND BRAKING WAS POOR DUE TO CONDITION OF THE SURFACE.

Brief of Accident (Continued)

File No. - 71

2/10/83

VERNON, IL

A/C Reg. No. N8222W

Time (Lc1) - 1500 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

10. TERRAIN CONDITION - DITCH

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 177 3/14/83 WAUKEGAN, IL A/C Reg. No. N46509 Time (Lcl) - 1740 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

WAUKEGAN
Runway Ident - 20
Runway Lth/Wid - 3750/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 29
Make/Model- 29
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT MADE A HARD LANDING ON HIS FIRST SOLO FLIGHT. THE AIRCRAFT BOUNCED SEVERAL TIMES AND DAMAGED THE NOSE LANDING GEAR. THE STUDENT HAD MADE FOUR FULL STOP LANDINGS WITH AN INSTRUCTOR PILOT. THEN THE INSTRUCTOR DEPLANED FOR THE STUDENT TO MAKE HIS FIRST SOLO FLIGHT. DURING THE FIRST LANDING ATTEMPT THE ACFT LANDING NOSE GEAR FIRST WHICH RESULTED IN SEVERAL BOUNCES BEFORE THE ACFT CAME TO REST ON THE NOSE WITH THE NOSE WHEEL TOWARD THE REAR. THE LANDING RUNWAY WAS 32 AND THE WIND WAS 310 DEGREES AT 10 KTS WITH GUSTS.

Brief of Accident (Continued)

File No. - 177

3/14/83

WAUKEGAN, IL

A/C Reg. No. N46509

Time (Lc1) - 1740 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 196 3/17/83 MT. CARMEL, IL A/C Reg. No. N5119Q Time (Lcl) - 1500 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - INSTRUCTIONAL	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 - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MT. CARMEL
Wind Dir/Speed- 070/012 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - 10
	Aircraft Type - N/A	Make/Model- 22
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE LANDED DOWNWIND, THE APPROACH WAS HIGH & FAST & WHEN THE ACFT LANDED THERE WAS ONLY 800 FT OF RWY REMAINING. THE PLT COULD NOT STOP THE ACFT BEFORE IT RAN OFF THE END OF THE RWY & NOSED OVER IN A PLOWED FIELD. THE PLT IS BLIND IN ONE EYE & HIS CERTIFICATE IS RESTRICTED TO STUDENT PLT PURPOSES ONLY.

Brief of Accident (Continued)

File No. - 196

3/17/83

MT. CARMEL, IL

A/C Reg. No. N5119Q

Time (Lcl) - 1500 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
4. GO-AROUND - NOT SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 46 1/02/83 GREENBURG, IN A/C Reg. No. N7230G Time (Lcl) - 1535 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 360/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FALLS OF ROUGH, KY

Destination

DELPHOS, OH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 185

Make/Model- 114

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE RPM BEGAN DROPPING WHILE HE WAS CRUISING AT 2500 FT. WHEN CARBURETOR HEAT WAS APPLIED, THE ENGINE STOPPED RUNNING. THE PILOT WAS ABLE TO RESTART THE ENGINE AND GET IT TO 1200 RPM, BUT IT STOPPED AGAIN. A FORCED LANDING WAS MADE IN A SOFT FIELD WHERE THE PLANE NOSED OVER. AN INSPECTION AND OPERATIONAL CHECK OF THE ENGINE REVEALED NO PRECRASH, MECHANICAL MALFUNCTION OR FAILURE. THE TEMPERATURE AND DEW POINT WERE 34 AND 24 DEGREES, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, ICING COULD OCCUR IN IN FLOAT TYPE CARBURETORS IN CRUISE FLIGHT AT THOSE TEMPERATURES.

Brief of Accident (Continued)

File No. - 46

1/02/83

GREENBURG, IN

A/C Reg. No. N7230G

Time (Lc1) - 1535 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM, CARBURETOR - ICE

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 19 1/28/83 PLYMOUTH, IN A/C Reg. No. N113B Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -TEST	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 - BEECH D18S	Eng Make/Model - P & W R985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PLYMOUTH
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3550/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling -	Type Apch/Lndg - SIDESTEP	Runway Status - DRY
Obstructions to Vision- NONE	VISUAL	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3695
SE LAND,ME LAND	Months Since - 5	Make/Model- 1020
	Aircraft Type - B-D18S	Instrument- 680
		Multi-Eng - 1970
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 77
		Rotorcraft - 110

Instrument Rating(s) - UNK/NR

-----Narrative-----

PILOT LANDED THE AIRCRAFT WITH THE LANDING GEAR UP. HE SAID HE PUT THE GEAR SELECTOR DOWN BUT AFTER LANDING THE LEVER WAS UP. HE ALSO MISTOOK GEAR UP WARNING HORN FOR A STALL WARNING. NO MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 19

1/28/83

PLYMOUTH, IN

A/C Reg. No. N113B

Time (Lc1) - 1500 EST

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 86 3/01/83 WEST LAFAYETTE, IN A/C Reg. No. NN28JF Time (Lcl) - 1830 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	0
Accident Occurred During -LANDING					

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

Make/Model - VARIEZE VARIEZE	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1820	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PURDUE UNIVERSITY
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6600/ 150
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 637
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 50
		Last 90 Days- 63
		Multi-Eng - 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED FAST AND WENT OFF THE SIDE OF THE RUNWAY AFTER ABOUT 3000 FEET OF ROLL. A COLLISION WITH VASI LIGHTS STOPPED THE VARIEZE. THIS WAS THE PILOT'S FIRST SOLO FLIGHT IN THIS TYPE AIRCRAFT. SHE HAD A VERY SHORT 1/2 HOUR CHECKOUT BY THE OWNER OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 86

3/01/83

WEST LAFAYETTE, IN

A/C Reg. No. NN28JF

Time (Lc1) - 1830 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - CHECK PILOT

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

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 133 9/01/83 LITTLE YORK, IN A/C Reg. No. N9986G Time (Lc1) - 1835 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point
MADISON, IN
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Wind Dir/Speed- 100/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

Runway Ident - 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

Age - 29

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2700	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	20
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE CIRCLED & LOOKED FOR WIRES & OBSTRUCTIONS PRIOR TO SPRAYING. DURING A RUN HE FLEW OVER A FIRST SET OF WIRES BUT STRUCK A SECOND SET OF WIRES WHICH WERE NOT MARKED & THE POLES WERE DIFFICULT TO SEE BECAUSE THEY WERE IN TREES. FROM THE DIRECTION THE ACFT WAS FLYING, IT WOULD HAVE BEEN DIFFICULT FOR THE PLT TO SEE THE WIRES THE ACFT STRUCK.

Brief of Accident (Continued)

File No. - 133

9/01/83

LITTLE YORK, IN

A/C Reg. No. N9986G

Time (Lc1) - 1835 EST

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION

----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. - 130 1/29/83 KANSAS CITY,KS A/C Reg. No. N57222 Time (Lcl) - 1900 CST

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

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

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

Make/Model	- ROCKWELL INTL 500-S	Eng Make/Model	- LYCOMING IO-540-E1B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10000	Engine Type	- RECIP-FUEL INJECTED		
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	- TELEPHONE	NEVADA,MO		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	KANSAS CITY DOWNTOWN	
Wind Dir/Speed	- 300/015 KTS		Runway Ident	- 36
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 7000/ 135
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 1200 FT OVERCAST	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- FOG	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2093	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 102	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 392	Last 90 Days- 221
		Multi-Eng - 949	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GEAR UP, FORCED LANDING WAS MADE ON THE EAST BANK OF THE KANSAS RIVER AFTER BOTH ENGINES QUIT DUE TO FUEL EXHAUSTION. THE PILOT HAD LANDED AT NEW ORLEANS FOR FUEL AND REQUESTED THE TANKS BE TOPPED OFF. EN ROUTE TO KANSAS CITY, THE PILOT STOPPED AT NEVADA, MO TO USE THE TELEPHONE AND REFUEL. HE WAS UNABLE TO FIND AN AIRPORT ATTENDANT, SO HE TOOKOFF WITHOUT REFUELING. THE PILOT INDICATED THAT HE SHOULD HAVE HAD ENOUGH FUEL TO REACH KANSAS CITY. AS HE APPROACHED KANSAS CITY, BOTH ENGINES QUIT. A POST ACCIDENT EXAMINATION SHOWED ONLY ONE HALF GALLON IN THE FUEL SYSTEM. WITH THE BATTERY SWITCH ON, THE FUEL GAUGE INDICATED EMPTY.

Brief of Accident (Continued)

File No. - 130

1/29/83

KANSAS CITY,KS

A/C Reg. No. N57222

Time (Lcl) - 1900 CST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

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)

7. TERRAIN CONDITION - NONE SUITABLE
8. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 34 1/30/83 SEDAN,KS A/C Reg. No. N47526 Time (Lc1) - 1200 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 100/010 KTS
Visibility - 6.0 SM

Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CUSHING,OK
Destination
TULSA,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SEDAN CITY
Runway Ident - 29
Runway Lth/Wid - 1800/ 100
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT WAS ON THE RETURN LEG OF A ROUND ROBIN CROSS COUNTRY WHEN THE ENCOUNTERED CLOUDS AND DIVERTED TO CUSHING, OK. LATER, WHEN HE DEPARTED FROM CUSHING, HE FORGOT TO RESET HIS DIRECTIONAL GYRO TO CORRESPOND WITH THE MAGNETIC COMPASS. WHEN HIS PLANNED 20 MINUTE FLIGHT DID NOT TAKE HIM TO HIS DESTINATION, HE USED TWO VOR STATIONS TO LOCATE HIMSELF NEAR SEDAN, KS. HE FLEW AROUND THE AIRPORT AND SAW THE WIND SOCK, THEN DECIDED TO LAND TO THE WEST. HOWEVER, THE WIND SOCK WAS INDICATING A WIND FROM THE EAST. HE LANDED WITH A TAIL WIND AND TOUCHED DOWN LONG ON THE WET, GRASS RUNWAY. REPORTEDLY, THERE WAS INSUFFICIENT RUNWAY REMAINING BY THE TIME HE TOUCHED DOWN AND HE WAS UNABLE TO STOP IN THE REMAINING DISTANCE. THE AIRCRAFT SLID OFF THE END OF THE RUNWAY, HIT A FENCE AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 34

1/30/83

SEDAN,KS

A/C Reg. No. N47526

Time (Lc1) - 1200 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. HEADING INDICATOR - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. TERRAIN CONDITION - WET
10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

11. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,7,8,10

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 35 2/14/83 OLATHE,KS A/C Reg. No. N9886C Time (Lcl) - 1547 CST

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

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

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

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OLATHE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHNSON CO. IND.
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7339/ 200
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2301
SE LAND	Months Since - 24	Last 24 Hrs - 2
	Aircraft Type - R182	Make/Model- 2301
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING, THE PILOT WAS UNABLE TO EXTEND THE LEFT MAIN GEAR AND ELECTED TO LAND WITH ALL GEAR RETRACTED. AN INVESTIGATION REVEALED THAT A BOLT IN THE LEFT MAIN GEAR BRAKE ASSEMBLY WAS LOOSE AND JAMMED THE WHEEL IN THE WHEEL WELL. AN ANNUAL INSPECTION WAS PERFORMED ON THIS AIRCRAFT ON 1/7/82. REPORTEDLY, IT HAD FLOWN ONLY 3 HRS SINCE THE INSPECTION. ACCORDING TO THE AIRCRAFT LOGBOOK, THE LANDING GEAR WHEELS WERE REMOVED FOR SERVICE AND INSPECTION DURING THE ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 35

2/14/83

OLATHE,KS

A/C Reg. No. N9886C

Time (Lc1) - 1547 CST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOOSE
2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. LANDING GEAR,MAIN GEAR - JAMMED
4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 97 2/21/83 ELLSWORTH,KS A/C Reg. No. N18204 Time (Lcl) - 1110 CST

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

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

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

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
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	UNK/NR
Method - N/A	RED CLOUD	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	KINGMAN,KS	Runway Ident - UNK/NR
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg -	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3021
SE LAND	Months Since - UNK/NR	Make/Model- 2924
	Aircraft Type - UNK/NR	Instrument- 43
		Multi-Eng - 96
		Last 24 Hrs - UNK/NR
		Last 30 Days- 69
		Last 90 Days- 264

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED RED CLOUD, NE FOR A VFR, NO-FLIGHT-PLAN FLIGHT TO KINGMAN, KS. WITNESSES REPORTED AN AIRCRAFT FLYING IN FLIGHT CONDITIONS THAT APPEARED TO DETERIORATE FROM A WEATHER STAND STANDPOINT IN THE DIRECTION OF FLIGHT. ONE WITNESS STATED THAT HE HEARD AN AIRCRAFT PASS NEAR HIM BUT COULD NOT SEE IT, DUE TO DENSE FOG IN THE AREA. INVESTIGATION REVEALED NO INDICATIONS OF PRE-IMPACT MALFUNCTIONS OR PROBLEMS TO THE POWERPLANT OR ITS COMPONENTS.

Brief of Accident (Continued)

File No. - 97

2/21/83

ELLSWORTH,KS

A/C Reg. No. N18204

Time (Lc1) - 1110 CST

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. WEATHER CONDITION - FOG
 7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 87 3/11/83 ULTSSES,KS A/C Reg. No. N110RE Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - ROTEC RALLY 3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 665
No. of Seats - 2

Eng Make/Model - CUYUNA 430 R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 42 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/002 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 31
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 94
Make/Model- 1
Instrument- 0
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 81

Instrument Rating(s) - NONE

-----Narrative-----

THIS AMATEUR-BUILT AIRCRAFT WAS BEING FLOWN AT 200 FEET AGL ON A PLEASURE FLIGHT WHEN THE ENGINE QUIT. THE PILOT MADE A FORCED LANDING IN A SOFT FIELD AND THE AIRCRAFT NOSED OVER. THE ENGINE QUIT BECAUSE THE FUEL CAP WAS NOT VENTED. THE CAP WAS SUPPLIED WITH THE KIT BY ROTEX ENGINEERING, INC. AND PRODUCED BY KELCH CORP OF MEGUON, WI, THE CAP WAS LISTED AS VENTED. ON THIS FLIGHT THE PLASTIC FUEL TANK PARTIALLY COLLAPSED DURING THE 20 MINUTE FLIGHT. ALL PREVIOUS FLIGHTS IN THIS AIRCRAFT HAD BEEN OF 15 OR LESS MINUTES WITH NO PROBLEMS IN THE FUEL SYSTEM. THE 4 OWNERS OF THE AIRCRAFT HAD NEVER CHECKED TO SEE IF THE CAP WAS VENTING PROPERLY.

Brief of Accident (Continued)

File No. - 87

3/11/83

ULTSSES,KS

A/C Reg. No. N110RE

Time (Lc1) - 1630 CST

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

Finding(s)

1. FUEL SYSTEM,CAP - IMPROPER
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. FUEL SYSTEM,CAP - BLOCKED(TOTAL)
4. MISCELLANEOUS - INADEQUATE - MANUFACTURER
5. FLUID,FUEL - STARVATION
6. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER PERSON

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 89 3/28/83 ANTHONY,KS A/C Reg. No. N8547L Time (Lcl) - 0930 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	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	- PIPER PA-25	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 235 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 - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 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 HARPER,KS</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 - FORCED LANDING</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>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 6000
		Last 30 Days- UNK/NR
		Instrument- 350
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED DURING A FORCED LANDING AFTER ENGINE FAILURE. IT WAS DETERMINED DURING INSPECTION AFTER THE ACCIDENT THAT THE FUEL REMAINING IN THE AIRCRAFT WAS MOSTLY WATER. THE PILOT DURING PREFLIGHT HAD DRAINED THE FUEL SUMPS AND DID NOT FIND ANY WATER. THE ENGINE WAS RUN FOR 30 MINUTES ON THE GROUND AND 1 1/2 HOURS IN THE AIR BEFORE STOPPING. INVESTIGATION REVEALED THE SUPPLY SOURCE TO BE EQUIPED WITH FILTERS THAT WILL NOT ALLOW THE FLOW OF WATER THROUGH THEIR SERVICE HOSES. THE PILOT STATED THAT THE AIRCRAFT HAD BEEN PARKED IN THE RAIN FOR TWO DAYS PRIOR TO THIS FLIGHT.

Brief of Accident (Continued)

File No. - 89

3/28/83

ANTHONY,KS

A/G Reg. No. N8547L

Time (Lc1) - 0930 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FLUID,FUEL - WATER

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

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

Finding(s)
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 182 4/10/83 MOLINE,KS A/C Reg. No. N8281J Time (Lcl) - 1745 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - VARGA 2150A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1817
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 360/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ELK COUNTY
Runway Ident - 36
Runway Lth/Wid - 2640/ 54
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 530	Last 24 Hrs - 2
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 22
Multi-Eng - 9	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH POWER LINES ON FINAL APPROACH BUT A LANDING WAS ACCOMPLISHED ON THE RUNWAY. THE PILOT STATED THAT HE HAD MADE 2 PRIOR LANDINGS ON THE SAME RUNWAY AND DID NOT SEE THE WIRES. DURING THIS APPROACH HE SAW THE WIRES AND TRIED TO FLY UNDER THEM. THE CANOPY VERTICAL FIN AND RUDDER WERE DAMAGED. THE PILOT APPLIED FULL POWER AND MADE A HARD LANDING WHICH DAMAGED THE LEFT LANDING GEAR STRUT. THE AOPA AIRPORT PUBLICATION LISTS THE POWERLINE AS AN OBSTRUCTION AT THIS AIRPORT. THE WIRES WERE NOT MARKED.

Brief of Accident (Continued)

File No. - 182

4/10/83

MOLINE,KS

A/C Reg. No. N8281J

Time (Lc1) - 1745 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. AIRPORT FACILITIES,OBSTRUCTION MARKING - INADEQUATE
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 189 5/01/83 NEWTON,KS A/C Reg. No. N5533R Time (Lcl) - 1315 CDT

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING 10-360-FIAG	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED	
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 - IN PERSON	GRAND ISLAND,NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NEWTON-CITY-COUNTY
Wind Dir/Speed- 250/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 612
SE LAND,ME LAND	Months Since - 8	Make/Model- 57
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 84

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED ALONGSIDE THE RUNWAY DURING AN ATTEMPTED GO-AROUND. THE RUNWAY IN USE WAS 17 AND THE WIND WAS FROM 250 DEGREES AT 15 KTS GUSTING TO 24 KTS. THE PILOT STATED HE COULD NOT GET ALIGNED WITH THE RUNWAY SO HE RETRACTED THE LANDING GEAR AND STARTED A GO-AROUND. THE ACFT WOULD NOT CLIMB OUT OF GROUND EFFECT AND SETTLED BACK TO THE GROUND 100 FEET OFF THE SIDE OF THE RUNWAY. AFTER SKIDDING 100 TO 150 FEET THE WIND LIFTED THE WING AND THE ACFT WENT OVER ON ITS BACK

Brief of Accident (Continued)

File No. - 189

5/01/83

NEWTON,KS

A/C Reg. No. N5533R

Time (Lc1) - 1315 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation APPROACH - GO-AROUND (VFR)

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 49 1/05/83 HORSE CAVE,KY A/C Reg. No. N1741X Time (Lcl) - 1430 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

1

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

Make/Model - CESSNA T210L

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3400

No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520H

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----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

Lowest Sky/Clouds - 4500 FT

Lowest Ceiling -

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LOUISVILLE,KY

Destination

PORTLAND,TN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - UNK/NR

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 701

Make/Model- 253

Instrument- 57

Multi-Eng - 7

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE ENCOUNTERED TURBULENCE, AND AT ABOUT THE SAME TIME, THE ENGINE BEGAN RUNNING ROUGH. HE BEGAN TROUBLESHOOTING AND DISCOVERED THAT THE ROUGHNESS WAS DIRECTLY PROPORTIONAL TO THROTTLE MOVEMENT; WHEN THE THROTTLE WAS ADVANCED, THE ROUGHNESS INCREASED. HE BELIEVED THE PROPELLER CONTROL HAD NO EFFECT ON THE ROUGHNESS. HE REPORTED THAT THE ENGINE RPM BEGAN TO DROP REGARDLESS OF MANIFOLD PRESSURE. HE ELECTED TO LAND ON AN INTERSTATE HIGHWAY. DURING THE LANDING, THE AIRCRAFT STRUCK A MOTOR VEHICLE AND AN EMBANKMENT. AFTER LANDING, THE PROPELLER BLADES WERE FOUND IN THE FEATHERED POSITION. AN EXAMINATION OF THE PROPELLER SYSTEM REVEALED THE BLADE ACTUATING PIN ON ONE BLADE HAD SEPARATED FROM THE BLADE BUTT, AT A PRE-EXISTING CRACK. THE PROPELLER HAD BEEN OVERHAULED ON 1/6/78 AT 932.8 HRS. THE RECOMMEND OVERHAUL PERIOD WAS 1200 HRS OR 5 YRS, WHICHEVER WAS FIRST.

Brief of Accident (Continued)

File No. - 49

1/05/83

HORSE CAVE, KY

A/C Reg. No. N1741X

Time (Lcl) - 1430 EST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - FATIGUE

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. WEATHER CONDITION - VEHICLE

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 171 3/14/83 BOWLING GREEN,KY A/C Reg. No. N86BB Time (Lcl) - 1621 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BROWN SONERA II L
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 950
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 2020CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LA GRANGE,GA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BOWLING GREEN
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 - TRAFFIC PATTERN
FORCED LANDING

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA28180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 52
Instrument- 190
Multi-Eng - 300
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE LOST POWER ON THE BASE LEG OF THE LANDING PATTERN. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT STATED THAT HE HAD WORKED ON THE CARBURETOR PRIOR TO THIS FLIGHT AND HAD ALSO MOVED THE FUEL LINE GOING TO THE GASOLATOR. THE PILOT IMPROPERLY INSTALLED THE GASOLATOR AND IT WAS FOUND TO BE LEAKING AFTER THE ACCIDENT. THE PILOT BELIEVES THIS LEAK CAUSED FUEL EXHAUSTION AND LOSS OF POWER. THE SIGHT GLASS USED AS A FUEL GAUGE DOES NOT SHOW QUANTITY BELOW 5 GALLONS AND AS A RESULT THE PILOT COULD NOT JUDGE ANY CHANGE IN RATE OF CONSUMPTION FOR THE LAST THIRD OF HIS FUEL SUPPLY.

Brief of Accident (Continued)

File No. - 171

3/14/83

BOWLING GREEN, KY

A/C Reg. No. N86BB

Time (Lcl) - 1621 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. MAINTENANCE, MODIFICATION - IMPROPER - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INADEQUATE
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - 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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 139 2/05/83 NEWBURY, MA A/C Reg. No. N6845J Time (Lcl) - 1600 EST

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
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	BEVERLY, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 320/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 152	Last 24 Hrs - 1
SE LAND	Months Since - 13	Make/Model- 7	Last 30 Days- UNK/NR
	Aircraft Type - PA-28	Instrument- 56	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT LEVELED AT 2500 FT & AFTER CRUISING FOR ABOUT 20 MIN, DESCENDED TO 1500 FT MSL. SHORTLY AFTER LEVELING AT 1500 FT, THERE WAS A SLIGHT REDUCTION IN ENGINE RPM. THE PLT STATED THAT HE APPLIED CARBURETOR HEAT, BUT THE RPM CONTINUED TO DROP. SUBSEQUENTLY, THERE WAS A TOTAL LOSS OF POWER. WHILE LANDING IN AN AREA WITH HIGH VEGETATION & TREES, THE ACFT BOUNCED AFTER TOUCHDOWN, HIT A TREE & CAME TO REST WITH THE NOSE GEAR COLLAPSED. THE ACFT & ENGINE WERE EXAMINED, BUT NO PREIMPACT/MECHANICAL FAILURES WERE FOUND. THE PLT REPORTED THAT THE SKY WAS CLEAR, VISIBILITY 15 MI, WIND FROM 320 DEG AT 25 GUSTING 35 KTS, TEMP 28 DEG.

Brief of Accident (Continued)

File No. - 139

2/05/83

NEWBURY,MA

A/C Reg. No. N6845J

Time (Lc1) - 1600 EST

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - HIGH VEGETATION

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

Finding(s)
4. OBJECT - TREE(S)

Occurrence #5 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 60 2/24/83 BEVERLY, MA A/C Reg. No. N972Q Time (Lcl) - 1115 EST

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

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

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

Make/Model - BEECH P35	Eng Make/Model - CONTINENTAL IO-470-N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3125	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BEVERLY
Wind Dir/Speed- 200/018 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4737/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1572
SE LAND	Months Since - 1	Make/Model- 1071
	Aircraft Type - UNK/NR	Instrument- 293
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE APPROACH WAS MADE AT 90 MPH WITH FULL FLAPS IN WINDS GUSTING TO 25K. AS THE PLT FLARED FOR LANDING THE RIGHT GEAR CONTACTED A POT HOLE AT THE APPROACH LIP OF THE RWY BLOWING THE TIRE CAUSING THE REAR STRUT TO PUSH A HOLE INTO THE WING SKIN.

Brief of Accident (Continued)

File No. - 60

2/24/83

BEVERLY,MA

A/C Reg. No. N972Q

Time (Lc1) - 1115 EST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

-----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. - 183 4/09/83 SPENCER, MA A/C Reg. No. N26182 Time (Lcl) - 1530 EST

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

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

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

Make/Model	- PIPER J3C-85	Eng Make/Model	- CONTINENTAL ,85	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SPENCER, MA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	SPENCER
Wind Dir/Speed	- 015 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 19
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 1700/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 900
SE LAND	Months Since - 23	Make/Model	- 125
	Aircraft Type - UNK/NR	Instrument	- 13
		Last 24 Hrs	- 0
		Last 30 Days	- 0
		Last 90 Days	- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS WARMING THE ENG FOR A COMPRESSION CHECK AND OIL CHANGE IN PREPARATION FOR AN ANNUAL INSPECTION. HE STATED THAT HE DECIDED TO FLY THE AIRCRAFT RATHER THAN RUN THE ENGINE ON THE GROUND. ON TKOF A HIGH RATE OF CLIMB WAS OBTAINED AND AT 150 MSL THE ENG QUIT. THE PILOT ATTEMPTED A 180 DEGREE TURN BUT WAS UNABLE TO CLEAR TREES SHORT OF THE AIRPORT. THE ACFT CONTAINED ONLY 15-20 MINUTES OF FUEL. THE PILOTS RATE OF CLIMB UNPORTED THE FUEL OUTLETS AND STARVED THE ENGINE OF FUEL. THE PILOT STATES THAT HIS RATE OF CLIMB FORCED THE FUEL TO THE REAR OF THE FUEL TANK AWAY FROM THE OUTLET PIPE.

Brief of Accident (Continued)

File No. - 183

4/09/83

SPENCER,MA

A/C Reg. No. N26182

Time (Lc1) - 1530 EST

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

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

Finding(s)

3. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 146 1/02/83 HANCOCK, MD A/C Reg. No. N8515U Time (Lcl) - 1145 EST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 130/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT</p> <p>Lowest Ceiling - 12000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HANCOCK, MD</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>POTOMAC AIRPARK</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 21</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 501</p> <p>Make/Model- 388</p> <p>Instrument- 97</p> <p>Multi-Eng - 14</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 16</p>
---------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH THE TOP TWO WIRES OF A POWERLINE DURING A LOW ALTITUDE SIGHT-SEEING FLIGHT ALONG THE POTOMAC RIVER. THE PILOT STATED HE WAS MAINTAINING VISUAL CONTACT WITH THE GROUND SHOULD AN EMERGENCY LANDING BECOME NECESSARY. HE WAS STAYING HIGH ENOUGH FOR CLEARANCE OF THE TREES. HE STATED THAT APPARENTLY THE TERRAIN WAS GETTING HIGHER WITHOUT HIS AWARENESS AND SUDDENLY THE WIRES BECAME VISIBLE JUST BEFORE THE COLLISION. ONE WIRE CONTACTED THE LANDING GEAR AND THE ACFT PITCHED DOWN OUT OF CONTROL AND CRASHED ON A ROCKY LEDGE ON AN ISLAND IN THE RIVER. THE FREE END OF ONE OF THE WIRES RECOILED ONTO HIGHWAY I-70 AND STRUCK TWO CARS CAUSING MINOR INJURIES TO 2 PERSONS.

Brief of Accident (Continued)

File No. - 146

1/02/83

HANCOCK, MD

A/C Reg. No. N8515U

Time (Lcl) - 1145 EST

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 22 2/15/83 LEONARDTOWN, MD A/C Reg. No. N8425T Time (Lc1) - 0730 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 - PIPER PA-32R-301	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LEONARDTOWN, MD	
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 949
SE LAND	Months Since - 8	Make/Model- 342
	Aircraft Type - UNK/NR	Instrument- 77
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT DID NOT MAINTAIN ALIGNMENT DURING TAKEOFF AND COLLIDED WITH A PILE DRIVER. THE AIRCRAFT WAS THEN LANDED GEAR UP IN AN ADJACENT FIELD. THE WIND WAS CALM AND THERE WAS NO KNOWN REASON FOR FAILURE TO MAINTAIN RUNWAY ALIGNMENT.

Brief of Accident (Continued)

File No. - 22

2/15/83

LEONARDTOWN, MD

A/C Reg. No. N8425T

Time (Lcl) - 0730 EST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - VEHICLE

Occurrence #3 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 45 2/21/83 WOODBINE, MD A/C Reg. No. N8752R Time (Lcl) - 1600 EST

-----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 - SCHEIBE L SPATZ-55
Landing Gear - SKID
Max Gross Wt - 583
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 275/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

WOODBINE GLIDER
Runway Ident - 03
Runway Lth/Wid - 1620/ 75
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

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

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 43	Last 24 Hrs - UNK/NR
Make/Model-	1	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A SNOWBANK DURING LANDING ROLL. THE TURF LANDING SITE WAS CLEAR BUT SNOW HAD BEEN PILED TWO TO FOUR FEET DEEP ALONGSIDE THE STRIP DURING THE CLEARING PROCESS. AS THE AIRCRAFT NEARED THE END OF THE STRIP DURING LANDING THE PILOT STEERED TO THE RIGHT TO PROVIDE MORE CLEARANCE FOR ANOTHER GLIDER WAITING FOR TAKEOFF. THE TURN PUT THE RIGHT WING OF THE LANDING GLIDER OVER THE CLEARING WHERE IT CONTACTED A HIGH POINT IN THE SNOWBANK. THE PILOT HAD RECENTLY BOUGHT THIS GLIDER AND WAS NOT YET USED TO ITS WIDER WING SPAN.

Brief of Accident (Continued)

File No. - 45

2/21/83

WOODBINE,MD

A/C Reg. No. N8752R

Time (Lc1) - 1600 EST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 20 2/07/83 NAPOLEON, MI A/C Reg. No. N4357A Time (Lc1) - 1315 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NAPOLEON
Runway Ident - 32
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 26
Aircraft Type - PA22150

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 1100	Last 24 Hrs -	2
Make/Model-	1000	Last 30 Days-	10
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER DURING CLIMB AFTER TAKEOFF. THE PILOT MADE A FORCED LANDING IN AN OPEN FIELD. HE STATED THAT CONTAMINATION WAS THE CAUSE OF THE POWER LOSS.

Brief of Accident (Continued)

File No. - 20

2/07/83

NAPOLEON,MI

A/C Reg. No. N4357A

Time (Lc1) - 1315 EST

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION

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

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD

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

Finding(s)

3. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

----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. - 85 3/01/83 NEWBERRY, MI A/C Reg. No. N84583 Time (Lcl) - 0900 EST

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

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

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

Make/Model - AREONCA CHAMPION 7AC	Eng Make/Model - CONTINENTAL C-75-12	ELT Installed/Activated - NO	-N/A
Landing Gear - SKI	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 75 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	SAME AS ACC/INC	LUCE COUNTY
Wind Dir/Speed- CALM		Runway Ident - UNK/NR
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1000 FT OVERCAST	Type of Clearance - NONE	Runway Status - SNOW - WET
Obstructions to Vision- FOG	Type Apch/Lndg - 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 - 2531
SE LAND	Months Since - 21	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 148
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - 1456

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TELEPHONE POLE WHILE ATTEMPTING A TAKEOFF ON SKIS. THE SNOW WAS WET, SPARSE AND STICKY AND THE TAKEOFF WAS BEING PERFORMED ON A TAXIWAY BECAUSE IT HAD MORE SNOW. THIS WAS A DUAL INSTRUCTIONAL FLIGHT WITH THE STUDENT AT THE CONTROLS. THE STUDENT ROTATED PREMATURELY, STALLED AND SETTLED BACK ON THE SNOW. THE TAKEOFF WAS CONTINUED AND AFTER A 2ND LIFT OFF THE AIRCRAFT AGAIN ENTERED A STALL. THE CFI TOOK OVER AND IN LOWERING THE NOSE TO GAIN AIRSPEED AND TURNING TO AVOID TREES THE WING HIT A TELEPHONE POLE. THE AIRCRAFT THEN CARTWHEELED AND WAS DAMAGED BEYOND ECONOMICAL REPAIR.

Brief of Accident (Continued)

File No. - 85

3/01/83

NEWBERRY,MI

A/C Reg. No. N84583

Time (Lc1) - 0900 EST

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

Finding(s)

1. TERRAIN CONDITION - SLUSH COVERED
 2. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 3. LIFT-OFF - PREMATURE - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 5. SUPERVISION - POOR - PILOT IN COMMAND(CFI)
-

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

Finding(s)

6. OBJECT - UTILITY POLE
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 83 3/06/83 WATERVLIET, MI A/C Reg. No. N4306 Time (Lcl) - 1445 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - RAND KR1 KR-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 680
No. of Seats - 2

Eng Make/Model - VOLKSWAGON 1500 CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 52 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WATERVLIET
Runway Ident - 20
Runway Lth/Wid - 2580/ 180
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 682	Last 24 Hrs	- 1
Make/Model-	95	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD FLOWN THE AIRCRAFT ON THE PREVIOUS DAY AND THE OPERATION HAD BEEN SATISFACTORY. PRIOR TO THAT FLIGHT THE AIRCRAFT HAD NOT BEEN FLOWN FOR TWO YEARS. AFTER TAKEOFF HE EXPERIENCED POWER INTERRUPTION, MADE A 180 DEGREE TURN BACK TO THE AIRPORT BUT WAS REQUIRED TO TURN LEFT TO AVOID AN ONCOMING AIRCRAFT THAT WAS TAKING OFF. DURING THE TURN THE AIRCRAFT STALLED AND IMPACTED THE GROUND. CARBURETOR HEAT HAD NOT BEEN CHECKED OR APPLIED DURING AN EXTENSIVE PREFLIGHT GROUND OPERATION.

Brief of Accident (Continued)

File No. - 83

3/06/83

WATERVLIET, MI

A/C Reg. No. N4306

Time (Lc1) - 1445 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 21 3/12/83 AUGUSTA, MI A/C Reg. No. N4057K Time (Lcl) - 1820 EST

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

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

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

Make/Model	- BALLOON WORKS FIREFLY 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	- 1500	Engine Type	- UNK/NR		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----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- 290/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 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 KALAMAZOO, MI</p> <p>Destination AUGUSTA, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg -</p>	<p>Airport Proximity UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - AX-7</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 124</p> <p>Make/Model- 124</p> <p>Instrument- 0</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 5</p>
---------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON MADE A HARD LANDING AND EJECTED THE PILOT AND PASSENGER. THE LANDING WAS MADE IN A SCHOOL PARKING LOT. AFTER DROPPING THE OCCUPANTS THE BALLOON CONTACTED POWER LINES WITH THE ENVELOPE. THE OCCURANTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 21

3/12/83

AUGUSTA, MI

A/C Reg. No. N4057K

Time (Lc1) - 1820 EST

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
-

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

Finding(s)

3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 82 3/29/83 FRASER, MI A/C Reg. No. N7146B Time (Lcl) - 1130 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TROY, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCKINLEY
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2910/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 138
SE LAND	Months Since - 18	Last 24 Hrs - 6
	Aircraft Type - PA-22	Make/Model- 41
		Last 30 Days- 10
		Instrument- 4
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AFTER TOUCHDOWN DURING A CROSSWIND LANDING. THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY INTO A MUDDY AREA AND NOSED OVER.

Brief of Accident (Continued)

File No. - 82

3/29/83

FRASER,MI

A/C Reg. No. N7146B

Time (Lcl) - 1130 CST

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

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

----Probable Cause----

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

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. - 94 4/01/83 FRASER, MI A/C Reg. No. N1517R Time (Lc1) - 1345 EST

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

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

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

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1530	Engine Type - RECIPROCATING-CARBURETOR	
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	CLEVELAND, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FRASER, MI	MCKINLEY
Wind Dir/Speed- 110/015 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2910/ 50
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 89
SE LAND	Months Since - 19	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 15
		Last 30 Days- 2
		Instrument- 5
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STALLED AND UNDERSHOT THE RUNWAY LANDING ABOUT 100 FEET SHORT, WHERE IT COLLIDED WITH A DITCH AND NOSED OVER. THE PILOT AND HIS WIFE ABOARD THE AIRCRAFT WERE NOT INJURED. THE AIRCRAFT LANDED ON RUNWAY 09 AND THE WIND WAS FROM 110 DEGREES AT 15 KTS GUSTING TO 24 KTS.

Brief of Accident (Continued)

File No. - 94

4/01/83

FRASER,MI

A/C Reg. No. N1517R

Time (Lc1) - 1345 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - TURBULENCE
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

6. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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

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) 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. - 70 1/15/83 BRAINERD,MN A/C Reg. No. N2062U Time (Lcl) - 1125 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 -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - MAULE M4-180C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-350-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 060/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2952 Last 24 Hrs - 1
Make/Model- 1 Last 30 Days- UNK/NR
Instrument- 476 Last 90 Days- 123
Multi-Eng - 1135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED POWER FAILURE DURING SLOW DESCENT TO ENTER TRAFFIC PATTERN AFTER A TEST HOP. A LANDING WAS ACCOMPLISHED IN AN OPEN SNOW COVERED FIELD. DURING THE ROLL-OUT IN THE 18 INCH DEEP SNOW THE AIRCRAFT NOSED OVER. PRELIMINARY EXAMINATION OF THE AIR FILTER, FUEL PRESSURE, ENGINE ROTATION SHOWED NO FAULTS. FUEL WAS PRESENT IN THE CARBURETOR. 20 GALLONS OF FUEL IN LEFT TANK AND 10 GALLONS IN RIGHT TANK.

Brief of Accident (Continued)

File No. - 70

1/15/83

BRAINERD, MN

A/C Reg. No. N2062U

Time (Lcl) - 1125 CST

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

Finding(s)
1. UNDETERMINED

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 175 1/16/83 CAMPBELL, MN A/C Reg. No. N9218U Time (Lcl) - 1745 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 -LANDING			0	0	0	1
						2

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
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	ST. CLOUD, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WAHPETON, ND	
Wind Dir/Speed- 310/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 147
SE LAND	Months Since - 19	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 147
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A FORCED LANDING ON A COUNTRY ROAD DURING A CROSS-COUNTRY FLIGHT. DURING THE GROUND ROLL THE ACFT LEFT THE ROAD AND COLLIDED WITH A DITCH COLLAPSING THE NOSE GEAR. THE TWO OCCUPANTS WERE NOT INJURED. THE PILOT STARTED THIS FLIGHT THE PREVIOUS DAY WITH STATED FUEL SUPPLY OF 23 GALLONS. THE ACFT FUEL CAPACITY IS 26 GALLONS. THE FIRST LEG OF THE TRIP TO BUFFALO, MN TOOK ABOUT ONE AND A HALF HOURS. THE NEXT DAY THE PILOT FLEW LOCALLY ONE HOUR AND THEN FLEW TO ST. CLOUD, MN. THE ACFT WAS SERVICED WITH "10 GALLONS OF FUEL" AFTER WHICH THE PILOT FLEW LOCALLY WITH HIS SISTER FOR AN UNDETERMINED TIME. THE PILOT THEN DEPARTED FOR WAHPETON, A DISTANCE OF 124 MILES. THIRTEEN MILES SHORT OF WAHPETON THE ENGINE STOPPED. POST ACCIDENT INVESTIGATION DISCLOSED ONE QUARTER OF A GALLON OF FUEL IN THE RIGHT TANK AND ONE GALLON IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 175

1/16/83

CAMPBELL, MN

A/C Reg. No. N9218U

Time (Lcl) - 1745 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. REFUELING - INADEQUATE - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

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

Finding(s)

7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 174 2/12/83 ST. CLOUD, MN A/C Reg. No. N93214 Time (Lcl) - 1130 CST

-----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	-APPROACH		Pass 0	0	0	0

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
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- 200/010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 16000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ST. CLOUD</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 3000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30 Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 30 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL THE ACFT STARTED TO DRIFT & THE RATE OF DESCENT INCREASED. THE PLT WAS LATE IN ADDING POWER & THE ACFT TOUCHED DOWN 75 FT SHORT OF THE RWY IN 20 INCHES OF SNOW & NOSED OVER.

Brief of Accident (Continued)

File No. - 174

2/12/83

ST. CLOUD, MN

A/C Reg. No. N93214

Time (Lc1) - 1130 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
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) 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. - 43 3/07/83 FARMINGTON, MN A/C Reg. No. N732CJ Time (Lcl) - 1545 CST

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

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

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

Make/Model	- CESSNA T-210L	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	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- 210/018 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 1100 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 DENVER, CO</p> <p>Destination MINNEAPOLIS, MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</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>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - T-210</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 510</p> <p>Make/Model- 115</p> <p>Instrument- 98</p> <p>Multi-Eng - 35</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 25</p> <p>Last 90 Days- 50</p>
------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR FLIGHT, THE ENGINE LOST POWER AT 4000 FT MSL AND THE PILOT WAS UNABLE TO RESTART THE ENGINE. HE BROKE OUT OF THE CLOUDS AT A LOW ALTITUDE IN THE VICINITY OF A LAKE THAT WAS COVERED WITH ICE. THE PILOT DID NOT KNOW THE CONDITION OF THE ICE, SO HE LANDED WITH THE GEAR UP FOR BETTER DISTRIBUTION OF THE WEIGHT. THE AIRCRAFT SKIDDED OVER THE ICE FOR SEVERAL HUNDRED FEET, THEN BROKE THROUGH. THE DOOR ON THE PILOT'S SIDE WAS JAMMED SHUT; HOWEVER, THE PILOT HAD PREVIOUSLY INSTRUCTED THE PASSENGER TO OPEN THE OTHER DOOR. THE COCKPIT BEGAN TO FILL WITH WATER, SO THE PILOT AND PASSENGER CLIMBED ON TOP OF THE PLANE AND WAITED FOR HELP. AN INVESTIGATION REVEALED NO PREIMPACT, MECHANICAL FAILURES. IT OPERATED TO 2000 RPM DURING AN ENG RUN-UP.

Brief of Accident (Continued)

File No. - 43

3/07/83

FARMINGTON, MN

A/C Reg. No. N732CJ

Time (Lc1) - 1545 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

Finding(s)

2. TERRAIN CONDITION - WEAK ICE
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

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. - 41 3/12/83 GARDEN CITY, MN A/C Reg. No. N1907E Time (Lcl) - 1145 CST

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

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

-----Aircraft Information-----

Make/Model	- AERONCA 7AC	Eng Make/Model	- CONTINENTAL A-65	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/013 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 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 MANCHESTER, MN</p> <p>Destination GARDEN CITY, MN</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 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>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 455
SE LAND	Months Since - UNK/NR	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND TO THE WEST ON A BLACKTOP ROAD. AFTER TOUCHDOWN, HE INITIATED A GO-AROUND. DURING THE GO-AROUND, THE AIRCRAFT COLLIDED WITH THE TOP WIRE OF A POWER LINE ON THE RIGHT SIDE OF THE ROAD AND CRASHED. THE PILOT ESTIMATED THAT THE WIND WAS FROM THE SOUTH SOUTHWEST AT 13 KTS.

Brief of Accident (Continued)

File No. - 41

3/12/83

GARDEN CITY, MN

A/C Reg. No. N1907E

Time (Lc1) - 1145 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. UNSUITABLE TERRAIN - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 40 3/21/83 SANDSTONE, MN A/C Reg. No. N7045D Time (Lcl) - 1805 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-290-D	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		
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- 360/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 25000 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>FOSSTON, MN</p> <p>Destination</p> <p>SANDSTONE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SANDSTONE</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2900/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 454
SE LAND	Months Since - 5	Make/Model- 21
	Aircraft Type - PA-22	Instrument- 3
		Last 24 Hrs - 4
		Last 30 Days- 6
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT SOON AFTER TOUCHDOWN, THE AIRCRAFT BEGAN TO VEER TO THE LEFT AND ATTEMPTS TO CORRECT THE SITUATION FAILED. SUBSEQUENTLY, THE AIRCRAFT IMPACTED A SNOWBANK AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 40

3/21/83

SANDSTONE, MN

A/C Reg. No. N7045D

Time (Lcl) - 1805 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 162 3/28/83 WARREN,MN

A/C Reg. No. N1170G

Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	0	0	1	
Pass	0	0	0	0	

-----Aircraft Information-----

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1640
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CROOKSTON,MN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
ON AIRPORT

Airport Data

WARREN MUNICIPAL
Runway Ident - 12
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	182	Last 24 Hrs	-	4
Make/Model	-	7	Last 30 Days	-	UNK/NR
Instrument	-	30	Last 90 Days	-	56

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING A SHORT FIELD TAKEOFF. THE ACFT CAME OFF THE GROUND NOSE HIGH AT LOW AIRSPEED. AT ABOUT 40 FEET AGL THE PILOT RETRACTED THE LANDING GEAR AND WHILE DOING THIS HE INADVERTANTLY RAISED THE FLAPS. THE ACFT MUSHED BACK TO THE SURFACE. THE ACFT LEFT WING WAS DAMAGED BY THE GROUND IMPACT. THE WEATHER WAS VMC, NO FLIGHT PLAN HAD BEEN FILED AND THE PILOT WAS NOT INJURED. THE FLIGHT HAD ORIGINATED ABOUT 3 HOURS PRIOR TO THE ACCIDENT AS A TRAINING FLIGHT FROM THE U. OF NORTH DAKOTA. THE PILOT HAD DEPARTED GRAND FORKS AT 1445 CST, FLEW LOCALLY ABOUT 40 MINUTES AND THEN FLEW TO CROOKSTON, ND FOR TOUCH AND GO LANDINGS. HE THEN FLEW TO WARREN TAXIED IN, SHUT DOWN AND VISITED THE TERMINAL. AFTER RESTART AND TAXI, HE DECIDED TO DO THE SHORT/SOFT FIELD TAKEOFF WHICH RESULTED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 162

3/28/83

WARREN, MN

A/C Reg. No. N1170G

Time (Lc1) - 1715 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
 3. STALL/MUSH - NOT CORRECTED - 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 24 1/01/83 MARYVILLE,MO

A/C Reg. No. N58664

Time (Lcl) - 1620 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

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 182P

Eng Make/Model - CONTINENTAL O-470-A-25A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2950

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ALBANY,MO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

RANKIN

Runway Ident - 17

Runway Lth/Wid - 2000/ 35

Runway Surface - GRAVEL

Runway Status - WET

-----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,COMMERCIAL

Current - YES

Total - 2114

Last 24 Hrs - 3

SE LAND

Months Since - 19

Make/Model- 76

Last 30 Days- UNK/NR

Aircraft Type - 182P

Instrument- 246

Last 90 Days- 11

Rotorcraft - 2000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AIRCRAFT RAN OFF RUNWAY DURING TAKEOFF. PILOT SAID HE WAS UNABLE TO CONTROL VEER AND THE AIRCRAFT CONTINUED OFF INTO SOFT TERRAIN AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 24

1/01/83

MARYVILLE, MO

A/C Reg. No. N58664

Time (Lc1) - 1620 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WET
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. 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) 2,3

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. - 148 1/08/83 GREENWOOD,MO A/C Reg. No. N1510D Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	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	- BALLOON WORKS FIRE FLY 7-B	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	- 1660	Engine Type	- UNK/NR		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>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>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>FREE BALLOON</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - AX-7</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 273</p> <p>Make/Model- 273</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 23</p>
--------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT/OWNER WAS BEING INSTRUCTED BY A FREE BALLOON PLT WITH A COMMERCIAL CERTIFICATE. ACCORDING TO THE COMMERCIAL PLT, THE BALLOON HAD BEEN INFLATED, BUT THE AIR WAS STILL NOT HOT ENOUGH FOR FLT, AND THE WIND BLOWING OVER THE ENVELOPE CREATED A FALSE LIFT. THE GROUND CREW PREMATURELY RELEASED THE GROUND LINES & THE BALLOON DRIFTED TOWARD TREES APRX 200 YARDS AWAY. THE BALLOON ROSE APRX 20 FT THEN BEGAN DESCENDING. THE STUDENT WAS INSTRUCTED TO KEEP THE BURNER OPERATING; HOWEVER, A TREE LIMB CAME INTO THE SIDE OF THE BALLOON & SNAGGED A LOAD LINE. THE BALLOON THEN DRIFTED INTO 3 MORE TREES.

Brief of Accident (Continued)

File No. - 148

1/08/83

GREENWOOD,MO

A/C Reg. No. N1510D

Time (Lc1) - 1545 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. SUPERVISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
3. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE -
5. PROPER CLIMB RATE - NOT POSSIBLE - DUAL STUDENT
6. 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) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 4 1/09/83 SPRINGFIELD, MO A/C Reg. No. N1847A Time (Lcl) - 1857 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BEECH 200	Eng Make/Model	- P & W DT-6-42	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 850 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WHITE PLAINS, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TULSA, OK	
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 2600 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8371
SE LAND, ME LAND	Months Since - 1	Make/Model- 991
	Aircraft Type - UNK/NR	Instrument- 668
		Multi-Eng - 7169
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 137
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN EMERGENCY FORCED LANDING ON A HIGHWAY THE AIRCRAFT COLLIDED WITH A SIGN. THE AIRCRAFT HAD RUN OUT OF FUEL ON FINAL APPROACH TO SPRINGFIELD, MO. THE AIRCRAFT WAS ENROUTE FROM WHITE PLAINS, NY. TO TULSA, OK. THE PILOT DEPARTED WHITE PLAINS WITH LESS THAN FULL TANKS OF FUEL AND PASSED UP OPPORTUNITIES TO REFUEL ALONG HIS ROUTE. HE WAS LANDING AT SPRINGFIELD FOR FUEL WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 4 1/09/83 SPRINGFIELD,MO A/C Reg. No. N1847A Time (Lcl) - 1857 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 149 1/25/83 CAPE GIRARDEAU, MO A/C Reg. No. N7815R Time (Lc1) - 1058 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	ON GROUND		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH D55	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIP-FUEL INJECTED		
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- 110/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 3000 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 FENTON, MO</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CAPE GIRARDEAU</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 6499/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 70</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 20</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 670</p> <p>Make/Model- 650</p> <p>Instrument- 0</p> <p>Multi-Eng - 655</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
--------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS LANDED GEAR UP ON THE RUNWAY AFTER A BUSINESS FLIGHT. THE PILOT SAID HE LOWERED THE LANDING GEAR HANDLE AND OBSERVED THE GREEN LANDING GEAR DOWN LIGHT ILLUMINATE AFTER RECEIVING CLEARANCE TO LAND. THE PILOT SAID HE DID NOT CROSS CHECK THE NOSE GEAR INDICATOR AND DID NOT HEAR THE LANDING GEAR WARNING HORN ALTHOUGH THE THROTTLES WERE AT FLIGHT IDLE BEFORE TOUCHDOWN. AFTER THE GEAR UP LANDING, A FIRE ERUPTED AND DESTROYED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 149

1/25/83

CAPE GIRARDEAU, MO

A/C Reg. No. N7815R

Time (Lc1) - 1058 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. LANDING GEAR - UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 67 3/22/83 SPRINGFIELD, MO A/C Reg. No. N3386X Time (Lcl) - 1120 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 320/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAUCETT, MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SPRINGFIELD
Runway Ident - 31
Runway Lth/Wid - 5598/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - M20F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 572
Make/Model- 140
Instrument- 6
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT SUSTAINED DAMAGE WHEN THE LEFT MAIN AND NOSE GEARS COLLAPSED WHILE THE PILOT WAS TAXIING IN FROM LANDING. THE AIRCRAFT LANDED ON RUNWAY 31 AND HAD BEGUN A RIGHT TURN ONTO A TAXIWAY WHEN THE NOSE GEAR AND THEN THE LEFT MAIN GEAR RETRACTED. THE LANDING GEAR HANDLE WAS FOUND IN THE GEAR RETRACTED POSITION. THE PILOT SAID THE LANDING GEAR INDICATED DOWN AND LOCKED PRIOR TO LANDING BUT THE GEAR HANDLE MAY NOT HAVE BEEN LATCHED IN THE DOWN POSITION. THE PILOT ALSO SAID HE DID NOT HEAR THE LANDING GEAR UNSAFE WARNING HORN DURING THE ACCIDENT SEQUENCE. AN FAA INSPECTOR SAID THE WARNING HORN WAS OUT OF ADJUSTMENT AND DID NOT FUNCTION PROPERLY. THE EXAMINATION OF THE LANDING GEAR LATCH MECHANISM DID NOT REVEAL ANY DEFICIENCIES.

Brief of Accident (Continued)

File No. - 67

3/22/83

SPRINGFIELD,MO

A/C Reg. No. N3386X

Time (Lc1) - 1120 CST

Occurrence GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR,GEAR LEVER - UNLOCKED
2. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
3. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE

-----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. - 170 4/10/83 KAISER, MO A/C Reg. No. N2200Y Time (Lc1) - 1640 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-J3A50	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHESTERFIELD, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KAISER, MO	LEE C. FINE
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6497/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 104
SE LAND	Months Since - 11	Make/Model- 7
	Aircraft Type - C-150	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHEN THE NOSE GEAR COLLAPSED DURING LANDING. THE WEATHER WAS VMC BUT THE PILOT SAID HE ENCOUNTERED A GUSTY CROSSWIND DURING LANDING. HE HAD CHECKED THE WIND SOCK PRIOR TO LANDING AND IT WAS HANGING LIMP. THE REPORTED WIND WAS 290 DEGREES AT 5 KTS GUSTING TO 15 KTS. THE PILOT HAD BOUNCED DURING TOUCHDOWN. DURING THE BOUNCE THE NOSE SHIFTED ABOUT 30 DEGREES TO THE LEFT AND THE PILOT ATTEMPTED A GO-AROUND. THE ACFT TOUCHED DOWN AGAIN AND COLLAPSED THE NOSE GEAR. THE PILOT REDUCED POWER AS THE ACFT LEFT THE RUNWAY AND COLLIDED WITH A FENCE AND A DITCH.

Brief of Accident (Continued)

File No. - 170

4/10/83

KAISER,MO

A/C Reg. No. N2200Y

Time (Lc1) - 1640 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - FENCE
10. TERRAIN CONDITION - DITCH

-----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) 1,3,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 9 6/27/83 MARSHALL, MO A/C Reg. No. N9639J Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 1
0 0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA T188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4400
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 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 - FORCED LANDING

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 - 45

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 15037

Make/Model- 50

Instrument- 64

Multi-Eng - 10

Last 24 Hrs - 2

Last 30 Days- 75

Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG FAILED WHILE ENROUTE TO SPRAY. THE ACFT WAS OBSERVED TO JETTISON ITS LOAD PRIOR TO IMPACTING TREES IN A WOODED PASTURE. METALLURGICAL EXAMINATION REVEALED THAT THE CRANKSHAFT, P/N631716, HAD FRACTURED FROM FATIGUE PROGRESSION THROUGH THE FORWARD CHEEK OF THE #3 MAIN BEARING JOURNAL. INITIATION HAD OCCURRED 0.047 INCHES BELOW THE FORWARD RADIUS SURFACE. NO METALLURGICAL ABNORMALITIES WERE FOUND AT THE ORIGIN SITE.

Brief of Accident (Continued)

File No. - 9 6/27/83 MARSHALL,MO A/C Reg. No. N9639J Time. (Lc1) - 1845 CDT

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 MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 31 1/06/83 GREAT FALLS,MT A/C Reg. No. N7039J Time (Lcl) - 0945 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PUBLIC USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - BELL 47G-3B-2 (SOLOY)
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 96
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4111 Last 24 Hrs - 5
Make/Model- 400 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 100
Multi-Eng - UNK/NR Rotorcraft - 3711

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MANEUVERING AT LOW ALTITUDE IN SEARCH OF ANIMALS, THE PILOT EXPERIENCED A SEVERE VIBRATION THROUGH THE FLIGHT CONTROLS. THE HELICOPTER BEGAN AN UNCONTROLLED DESCENT AND ATTEMPTS TO STOP THE DESCENT BY USING THE COLLECTIVE WERE UNSUCCESSFUL. THE HELICOPTER CONTACTED THE GROUND AND WAS SUBSTANTIALLY DAMAGED. AN EXAMINATION REVEALED THAT AN AN-320-5 NUT HAD COME OFF OF A PIN ON THE ROTATING SWASHPLATE RING. THE PURPOSE OF THIS NUT WAS TO SECURE THE LINK AND SCISSORS TO THE SWASHPLATE PIN. WITH THE NUT OFF, A LOSS OF CONTINUITY OCCURRED IN THE ROTATING CONTROLS OF ONE MAIN ROTOR BLADE. A COTTER PIN WAS REQUIRED TO SECURE THE NUT. THE ABSENCE OF A COTTER PIN WOULD HAVE ALLOWED THE NUT TO EVENTUALLY WORK ITS WAY OFF. THE HELICOPTER HAD BEEN OPERATED ABOUT 26 HRS SINCE A 1200 HR INSPECTION HAD BEEN PERFORMED. DURING THAT INSPECTION, THE ABOVE MENTIONED PARTS AND COMPONENTS HAD BEEN REMOVED, INSPECTED AND REINSTALLED.

Brief of Accident (Continued)

File No. - 31

1/06/83

GREAT FALLS, MT

A/C Reg. No. N7039J

Time (Lcl) - 0945 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 3. ROTORCRAFT FLIGHT CONTROL, SWASHPLATE ASSEMBLY - DISCONNECTED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 32 1/18/83 BILLINGS,MT

A/C Reg. No. N64000

Time (Lcl) - 0900 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 180K
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MILES CITY,MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BILLINGS
Runway Ident - 22
Runway Lth/Wid - 5704/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 260
Make/Model- 60
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE TAILWHEEL (CONVENTIONAL GEAR) AIRCRAFT WAS EQUIPPED WITH A ROBERTSON STOL MODIFICATION. THE PILOT REPORTED THAT WITH THIS MODIFICATION, THE PLANE'S STALL SPEED WAS LOWERED TO 28 TO 30 KTS. WHILE IN THE TRAFFIC PATTERN, TOWER ASKED HIM TO KEEP HIS SPEED UP AND LAND LONG TO MAKE ROOM FOR ANOTHER AIRCRAFT THAT WAS FOLLOWING. A LANDING WAS MADE ON RUNWAY 22 WITH A HEAD WIND AT 10, GUSTING 15 KTS. DURING TOUCHDOWN, THE AIRCRAFT BOUNCED INTO THE AIR. THE PILOT THEN ADDED POWER, LANDED AND APPLIED BRAKES. SHORTLY THEREAFTER, THE AIRCRAFT NOSED OVER. NO MECHANICAL MALFUNCTIONS OF THE FLIGHT CONTROL OR BRAKE SYSTEM WERE REPORTED. THE PILOT STATED THAT HE WAS TRAVELING AT NOT OVER 15 MPH WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 32

1/18/83

BILLINGS, MT

A/C Reg. No. N64000

Time (Lcl) - 0900 MST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 122 1/20/83 ROBERSONVILLE, NC A/C Reg. No. N98302 Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -LANDING			2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
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 - ACFT RADIO	WILMINGTON, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WILLIAMSBURG, VA	MARTIN COUNTY
Wind Dir/Speed- 040/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 7000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1497
SE LAND, ME LAND	Months Since - 1	Make/Model- 20
	Aircraft Type - C-172	Instrument- 116
		Multi-Eng - 22
		Last 24 Hrs - 2
		Last 30 Days- 53
		Last 90 Days- 191

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN ATTEMPTED EMERGENCY LANDING. THE ACFT WAS 5 MILES FORM AN AIRPORT. THE PILOT HAD CALLED ON UNICOM AND SAID HE WAS LOST AND HAD PARTIAL POWER LOSS. HE ASKED IF ANYONE COULD HEAR HIM AND HE DID NOT BELIEVE HE COULD MAKE THE AIRPORT AS HE WAS TOO LOW. HE WAS GIVEN THE NDB FREQUENCY FOR THE AIRPORT. HE WAS ADVISED THAT HE WAS TOO FAR AWAY TO BE HEARD. IN HIS LAST TRANSMISSION THE PILOT SAID HE DID NOT HAVE THE AIRPORT IN SIGHT AND WAS NOT SURE OF HIS LOCATION. HE SAID HE WAS GOING TO LAND OFF THE AIRPORT. WHEN THERE WERE NO FURTHER TRANSMISSIONS THE SHERIFF'S OFFICE WAS NOTIFIED. NO MECHANICAL IRREGULARITY COULD BE FOUND IN THE AIRFRAME OR ENGINE THAT COULD HAVE PRODUCED A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 122

1/20/83

ROBERSONVILLE, NC

A/C Reg. No. N98302

Time (Lc1) - 1630 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 77 3/06/83 CHARLOTTE, NC A/C Reg. No. N2528N Time (Lc1) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/013 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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 - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WILGROVE AIRPARK</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 3212/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 24</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>24</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>4</td> </tr> </table>	Total	- 24	Last 24 Hrs	- 2	Make/Model-	24	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	4
Total	- 24	Last 24 Hrs	- 2											
Make/Model-	24	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	4											

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TREE DURING THE LANDING ROLL. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE STUDENT PILOT HAD BEEN DOING AIRWORK FOR ABOUT ONE HOUR AND RETURNED FOR TOUCH AND GO LANDING. AFTER SEVERAL SUCCESSFUL LANDINGS HE MADE ANOTHER APPROACH. THE AIRCRAFT DEVELOPED A HIGH SINK RATE AND TOUCHED DOWN OFF THE LEFT SIDE OF THE RUNWAY AND PORPOISED AND VEERED LEFT. THE PILOT DID NOT TRY TO RETURN TO THE RUNWAY BUT CONTINUED ON AND THE LEFT WING OF THE AIRCRAFT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 77

3/06/83

CHARLOTTE,NC

A/C Reg. No. N2528N

Time (Lc1) - 1630 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. WEATHER CONDITION - CROSSWIND
6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 178 3/23/83 JACKSONVILLE, NC A/C Reg. No. N7538G Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SKY MANOR
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3610/ 85
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
MILITARY	Current - NO	Total - 568
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 60
	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 - 403

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED, SPUN AND COLLIDED WITH TREES DURING AN ATTEMPTED GO-AROUND. THE PILOT HAD FLOWN LOCALLY FOR ABOUT 1 HOUR DOING STALLS AND TOUCH AND GO LANDINGS. THE ACCIDENT OCCURRED FOLLOWING A LANDING THAT WAS PLANNED AS A FULL STOP LANDING. THE LANDING WAS FAST AND THE ACFT TOUCHED DOWN AFTER USING ABOUT ONE THIRD OF THE RUNWAY. THE PILOT WAS HOLDING THE NOSE UP TO DISSIPATE SPEED. WITH ABOUT 1000 FEET OF RUNWAY LEFT THE ACFT BECAME AIRBORNE AGAIN AND THE PILOT ABORTED THE LANDING. FULL POWER WAS APPLIED AND THE FLAPS WERE RAISED. THE ACFT CLEARED OBSTACLES AT THE END OF THE RUNWAY BUT LOST AIRSPEED IN DOING SO AND SPUN RIGHT INTO TREES AND THE GROUND.

Brief of Accident (Continued)

File No. - 178

3/23/83

JACKSONVILLE, NC

A/C Reg. No. N7538G

Time (Lc1) - 1230 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----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. - 78 4/11/83 LEXINGTON, NC A/C Reg. No. N9782 Time (Lcl) - 1824 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MOCKSVILLE, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2772
SE LAND	Months Since - 13	Make/Model- 387
	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - 112
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A DITCH DURING A FORCED LANDING AFTER POWER LOSS WHILE ON AN AERIAL APPLICATION FLIGHT. THE ENGINE FAILED BECAUSE OF LOSS OF #2 CYLINDER. THE CYLINDER HEAD CRACKED AND RUPTURED TWO OIL LINES. WITH THE WINDSHIELD COVERED WITH OIL AND THE ENGINE POWER LOST THE PILOT MADE A FORCED LANDING IN A NEARBY FIELD. THE PILOT'S FORWARD VISION WAS BLOCKED BY THE OIL-COVERED W/SHIELD.

Brief of Accident (Continued)

File No. - 78

4/11/83

LEXINGTON, NC

A/C Reg. No. N9782

Time (Lc1) - 1824 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
 2. LUBRICATING SYSTEM, OIL LINE - SEPARATION
-

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
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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. - 109 1/27/83 JAMESTOWN,ND A/C Reg. No. N1597U Time (Lcl) - 2230 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-RED RIVER TRANSPORT & DEV	SUBSTANTIAL						
Type of Operation	-SCHEDULED,DOMESTIC,MAIL ONLY	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	1	None
Accident Occurred During	-LANDING				0		0	0

-----Aircraft Information-----

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	FARGO,ND	
Completeness	Destination	Airport Data
Basic Weather	BISMARCK,ND	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	Runway Lth/Wid
Lowest Sky/Clouds	- VFR	- N/A
Lowest Ceiling	Type of Clearance	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- FORCED LANDING	

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 2169	Last 24 Hrs - 7
SE LAND,ME LAND,SE SEA	Months Since - 3	Make/Model - 425	Last 30 Days - 1
	Aircraft Type - UNK/NR	Instrument - 359	Last 90 Days - 374
		Multi-Eng - 173	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCOUNTERED FREEZING RAIN AND CLIMBED TO APRX 3500 FT TO BE ON TOP OF ALL WEATHER. WHEN HE THROTTLED BACK, THE ENGINE BEGAN SURGING AND WOULD NOT PRODUCE ENOUGH POWER FOR LEVEL FLIGHT. THE PILOT KNEW THAT THE GROUND LEVEL IN THAT AREA WAS APRX 1700 TO 1900 FT MSL. AS HE DESCENDED THRU 2500 FT, HE PLACED 2 MAILBAGS ON HIS LAP. HE DIMMED THE COCKPIT LIGHTS, TURNED ON THE TAXI LIGHTS AND WINDSHIELD ALCOHOL, AND BEGAN LOOKING FOR GROUND REFERENCES. HOWEVER, HE DID NOT SEE THE GROUND UNTIL THE TIME OF IMPACT. THE PILOT BELIEVED THAT THE AUTOMATIC FEATURE OF THE ALTERNATE AIR DOOR HAD MALFUNCTIONED OR FAILED. HE REPORTED THAT HE AND ANOTHER PILOT HAD PREVIOUSLY HAD A SIMILAR PROBLEM WHEN THE SAME KIND OF WEATHER WAS ENCOUNTERED. REPORTEDLY, AT ONE TIME, THE ACFT HAD BEEN EQUIPPED WITH A MANUAL CONTROL TO OPERATE THE DOOR. BUT THIS FEATURE HAD BEEN REMOVED. DURING A FUNCTIONAL CHECK, THE ENGINE OPERATED NORMALLY. THE ALT AIR DOOR PARTS WERE TOO BADLY DAMAGED FROM IMPACT TO BE OPERATIONALLY CHKD.

Brief of Accident (Continued)

File No. - 109

1/27/83

JAMESTOWN,ND

A/C Reg. No. N1597U

Time (Lcl) - 2230 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
 2. WEATHER CONDITION - ICING CONDITIONS
-

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

3. INDUCTION AIR CONTROL - UNDETERMINED
 4. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
-

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. WEATHER CONDITION - LOW CEILING
 7. WEATHER CONDITION - FOG
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 38 1/23/83 ORD,NE A/C Reg. No. N4640B Time (Lcl) - 1415 CST

-----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	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
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	EVELYN SHARP	
Wind Dir/Speed	- 340/007 KTS		Runway Ident	- 31
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 3900/ 50
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- UNK/NR	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 14	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 14	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT ON HIS THIRD TOUCH-AND-GO, HE WAS MOMENTARILY DISTRACTED AND LOOKED DOWN INSIDE THE AIRCRAFT. HE INADVERTENTLY PUSHED THE LEFT RUDDER AND WAS UNABLE TO REGAIN DIRECTIONAL CONTROL BEFORE THE LEFT MAIN WHEEL RAN OFF THE SIDE OF THE RUNWAY AND INTO THE SNOW. SUBSEQUENTLY, THE PLANE WAS DAMAGED WHEN IT HIT A 3 FT SNOWBANK.

Brief of Accident (Continued)

File No. - 38

1/23/83

ORD,NE

A/C Reg. No. N4640B

Time (Lc1) - 1415 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 134 2/07/83. S. SIOUX CITY, NE A/C Reg. No. N1911F Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MARTIN FIELD
Runway Ident - 14
Runway Lth/Wid - 3770/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - 310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 900 Last 24 Hrs - 3
Make/Model- 460 Last 30 Days- UNK/NR
Instrument- 70 Last 90 Days- 150
Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DRIFTED LEFT DURING LANDING AND COLLIDED WITH A SNOW BANK. THE INSTRUCTOR STATED THAT THE INEXPERIENCED STUDENT PILOT FLARED THE AIRCRAFT TOO HIGH. THE AIRCRAFT CONTACTED THE RUNWAY NEAR THE CENTERLINE BUT STRAYED LEFT STILL IN A NOSE HIGH ATTITUDE. THE LEFT MAIN LANDING GEAR COLLIDED WITH A SNOW BANK AT A SPEED OF ABOUT 20 MPH. THE AIRCRAFT PIVOTED TO THE LEFT AND THE RIGHT WING STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 134

2/07/83

S. SIOUX CITY, NE

A/C Reg. No. N1911F

Time (Lc1) - 1700 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2 2/14/83 OMAHA, NE A/C Reg. No. N4013T Time (Lc1) - 1715 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	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH B23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 330/007 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 9000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MILLARD
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 - 53

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 100	Last 24 Hrs - UNK/NR
Make/Model- 12	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS NOT TOTALLY FAMILIAR WITH THE OPERATION OF THIS AIRCRAFT. THE AIRCRAFT ENGINE WAS STARTED WITHOUT SETTING THE PARKING BRAKE PROPERLY. THE PILOT DID NOT HAVE HIS FEET ON THE BRAKES AND COULD NOT REDUCE THE THROTTLE BECAUSE OF THE THROTTLE LOCK. BY THE TIME HE CUT THE IGNITION SWITCH OFF THE AIRCRAFT HAD CROSSED THE TAXIWAY AND COLLIDED WITH TWO PARKED AND UNOCCUPIED AIRCRAFT.

Brief of Accident (Continued)

File No. - 2 2/14/83 OMAHA, NE

A/C Reg. No. N4013T

Time (Lc1) - 1715 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PARKING BRAKES - NOT USED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. LANDING GEAR, NORMAL BRAKE SYSTEM - NOT ENGAGED
 4. CHECKLIST - NOT USED - PILOT IN COMMAND
 5. THROTTLE/POWER LEVER - LOCKED
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

6. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 5 2/20/83 SCOTTSBLUFF, NE A/C Reg. No. N1798V Time (Lcl) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1

-----Aircraft Information-----

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	SCOTTSBLUFF
Wind Dir/Speed	- 350/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- SCATTERED	Type of Clearance	- 8280/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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)	
PRIVATE	Current - YES	Total	- 137
SE LAND	Months Since - 11	Make/Model	- 21
	Aircraft Type - UNK/NR	Instrument	- 5
		Last 24 Hrs	- 1
		Last 30 Days	- 3
		Last 90 Days	- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT MADE A HARD LANDING WHILE LANDING AT SCOTTSBLUFF NE DURING A PLEASURE FLIGHT. THE AIRCRAFT WAS LANDING ON RUNWAY 30 WITH THE WIND FROM 350 DEGREES AT 8 KTS. A WITNESS SAID THE AIRCRAFT BOUNCED 2 TIMES BEFORE GROUNDLOOPING OFF THE LEFT SIDE OF THE RUNWAY. THE PILOT SAID HE LANDED IN A 3 POINT ATTITUDE AND THE WIND PICKED THE AIRCRAFT UP. HE SAID APPLICATION OF POWER AND LOWERING THE NOSE DID NOT PREVENT THE AIRCRAFT FROM IMPACTING THE RUNWAY A 2ND TIME. HE SAID THE AIRCRAFT NOSE WAS ABOUT 15 DEGREES OFF RUNWAY ALIGNMENT WHEN IT IMPACTED THE RUNWAY AND GROUNDLOOPED TO THE LEFT. THE RIGHT MAIN GEAR BROKE OFF DURING THE SWERVE.

Brief of Accident (Continued)

File No. - 5

2/20/83

SCOTTSBLUFF, NE

A/C Reg. No. N1798V

Time (Lcl) - 1530 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 80 8/09/83 MINDEN,NE

A/C Reg. No. N30545

Time (Lcl) - 1608 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	1	0
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - AVCO LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HEBRON,NE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PIONEER VILLAGE FLD
Runway Ident - 16
Runway Lth/Wid - 2800/ 50
Runway Surface - CONCRETE
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

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3000	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 STUDENT PLT IN LEFT SEAT MADE THE TAKEOFF USING 10 DEG FLAPS. AT ABOUT 50 FT AGL PASSING OVER THE DEPARTURE END OF THE RWY, THE PIC NOTICED THE ACFT WAS SINKING & TOOK THE CONTROLS. THE ACFT IMPACTED TREES AS THE PIC WAS AVOIDING POWER LINES. THE FLAPS WERE FOUND IN THE UP POSITION. DENSITY ALTITUDE WAS 5,000 FT. EXAMINATION OF THE ENG REVEALED THAT THE RIGHT MAGNETO WAS NOT FIRING. HOWEVER, TESTS INDICATED THIS WOULD RESULT IN A POWER LOSS OF ONLY 3.4%.

Brief of Accident (Continued)

File No. - 80

8/09/83

MINDEN,NE

A/C Reg. No. N30545

Time (Lc1) - 1608 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - WIRE,TRANSMISSION
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 136 1/05/83 ATLANTIC CITY, NJ A/C Reg. No. N7619Y Time (Lcl) - 2111 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	1	0	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass	1	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 350/008 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - 200 FT</p> <p>Lowest Ceiling - 200 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ATLANTIC CITY, NJ</p> <p>Destination</p> <p>OXFORD, CT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ATLANTIC CITY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA30160</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 3</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LANDED AT ATLANTIC CITY, NJ AT APRX 1545 WHILE EN ROUTE TO OXFORD, CT. BEFORE TAKING OFF, HE CONTACTED TWO FSS'S AND BOTH ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE NON-INSTRUMENT RATED PLT TOOK OFF AT APRX 1920 LOCAL TIME WITH NO FLT PLAN. AT 2102, HE CONTACTED ATLANTIC CITY APCH CONTROL. HE REPORTED THAT HE WAS ON A VFR FLT AT 1500 FT, HAD ENCOUNTERED IMC, AND REQUESTED ASSISTANCE TO LAND AT ATLANTIC CITY. THE PLT WAS ADVISED THAT IFR WX CONDITIONS PREVAILED AT ATLANTIC CITY, THEN THE ACFT WAS RADAR IDENTIFIED APRX 3 MI EAST OF THE ARPT. SHORTLY AFTER THAT, THE PLT REPORTED THAT HE HAD THE ARPT LIGHTS IN SIGHT AND WOULD CIRCLE TO LAND. HOWEVER, HE SUBSEQUENTLY STATED HE HAD LOST THE LIGHTS. THE PLT WAS THEN ADVISED THAT A SEARCH FOR VFR WX WAS BEING CONDUCTED, TO WHICH HE ACKNOWLEDGED. AT 2210, RADIO CONTACT WAS LOST WHEN THE ACFT CRASHED ON ARPT PROPERTY. THE WRECKAGE WAS LOCATED IN A WOODEN AREA APRX 2000 FT WEST OF THE APCH END OF RWY 13. INITIAL IMPACT WAS WITH A TREE WHILE ON A NORTHERLY HEADING.

Brief of Accident (Continued)

File No. - 136

1/05/83

ATLANTIC CITY, NJ

A/C Reg. No. N7619Y

Time (Lc1) - 2111 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 9. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 10. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7,8,9

Factor(s) relating to this accident is/are finding(s) 3,4,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 7 1/08/83 SUSSEX,NJ

A/C Reg. No. N72280

Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
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 - 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- 030/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SUSSEX
Runway Ident - 03
Runway Lth/Wid - 3510/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - 140

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 800
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LOST POWER AFTER TAKEOFF AT 200 FEET AND PILOT MADE A TURN BACK TOWARDS AIRPORT FOR LANDING. ENGINE DID NOT RESPOND TO PILOTS REMEDIAL ACTIONS. A LANDING WAS MADE IN SOFT GRASSY TERRAIN ON THE AIRPORT. DURING LANDING THE RIGHT MAIN GEAR SEPARATED AND THE AIRCRAFT NOSED OVER. NO REASON FOR THE POWER LOSS WAS FOUND.

Brief of Accident (Continued)

File No. - 7

1/08/83

SUSSEX,NJ

A/C Reg. No. N72280

Time (Lc1) - 1430 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 55 2/19/83 PITTSTOWN,NJ A/C Reg. No. N2115E Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 3

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLLEGEVILLE,PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SKY MANOR
Runway Ident - 06
Runway Lth/Wid - 2504/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	261	Last 24 Hrs	-	0
Make/Model	-	57	Last 30 Days	-	UNK/NR
Instrument	-	5	Last 90 Days	-	39

Instrument Rating(s) - NONE

-----Narrative-----

THERE WERE 2-3 FT SNOWBANKS ON THE SIDES OF THE RWY. AT THE END OF THE LANDING ROLL THE LEFT WHEEL CAUGHT THE EDGE OF A SNOWBANK CAUSING THE ACFT TO SWING INTO THE SNOWBANK & TIP OVER.

Brief of Accident (Continued)

File No. - 55

2/19/83

PITTSTOWN, NJ

A/C Reg. No. N2115E

Time (Lcl) - 1330 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 61 3/22/83 FARMINGDALE, NJ A/C Reg. No. N3727Y Time (Lc1) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -TAXI		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210D	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TRENTON, NJ	MONMOUTH COUNTY
Wind Dir/Speed- 280/020 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 70
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1048
SE LAND	Months Since - 22	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 90
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING TO RWY 32 THE PLT ATTEMPTED TO STOP AFTER COMPLETION OF A TURN, BUT THE BRAKES WOULD NOT STOP THE ACFT. THE PLT USED RIGHT RUDDER TO AVOID PARKED ACFT BUT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE ACFT WENT DOWN AN EMBANKMENT, NOSED OVER & AS THE ACFT BEGAN TO SETTLE A GUST OF WIND FLIPPED THE ACFT OVER ON ITS BACK. WINDS WERE GUSTING TO 33K.

Brief of Accident (Continued)

File No. - 61

3/22/83

FARMINGDALE, NJ

A/C Reg. No. N3727Y

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 73 1/07/83 2 MI EAST MINA, NV A/C Reg. No. N25334 Time (Lcl) - 1500 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 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>LAS VEGAS, NV</p> <p>Destination</p> <p>HAWTHORNE, NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</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>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1521
SE LAND	Months Since - 2	Make/Model- 1521
	Aircraft Type - C-152	Instrument- 5
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT MADE A FORCED LANDING ON A DIRT ROAD, COLLIDED WITH SOME ROCKS AND NOSED OVER. THE ENGINE HAD FAILED BECAUSE OF FUEL EXHAUSTION. THE PILOT SAID HE REFUELED THE PREVIOUS DAY BUT DID NOT PHYSICALLY CHECK THE FUEL THE DAY OF THE ACCIDENT. THE AIRCRAFT HAD FLOWN ABOUT 3 HOURS ON THE ACCIDENT DAY BEFORE THE ENGINE STOPPED.

Brief of Accident (Continued)

File No. - 73

1/07/83

2 MI EAST MINA,NV

A/C Reg. No. N25334

Time (Lc1) - 1500 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

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 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 159 1/07/83 MONTGOMERY, NY A/C Reg. No. N223JN Time (Lc1) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-320B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MONTGOMERY, NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ORANGE COUNTY
Runway Ident - 10
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 816	Last 24 Hrs -	1
Make/Model-	64	Last 30 Days-	5
Instrument-	65	Last 90 Days-	23
Multi-Eng -	133		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A POWER LOSS ON ONE ENGINE DURING TAKE-OFF INITIAL CLIMB. THE PILOT REGAINED CONTROL OF THE ACFT AND CONTINUED TO FLY THE LANDING PATTERN. ON THE DOWNWIND LEG THE ENGINES RAN INTERMITTENTLY. TURNING FINAL BOTH ENGINES STOPPED. A FORCED LANDING WAS MADE IN AN OPEN PASTURE 1500 FEET SHORT OF THE RUNWAY. THE PILOT STATED THAT HE REFUELED BY THE TIME FLOWN AND FIGURED 15 GALLONS OF FUEL AN HOUR AS AN AVERAGE CONSUMPTION. ON THIS FLIGHT HE WAS GOING ONCE AROUND THE PATTERN. HE ESTIMATED THE MAIN TANKS TO HAVE 7 GALLONS EACH. WHEN ASKED HOW HE ARRIVED AT THAT ESTIMATE HE SAID "WHEN HE LOOKED INTO THE MAIN TANKS HE WANTED TO SEE 7 GALLONS AND THATS WHAT HE SAW." DURING THE FORCED LANDING THE LANDING GEAR WAS DAMAGED AND THE ACFT COLLIDED WITH A TREE WHICH SEPARATED A WING. BOTH OCCUPANTS RECEIVED MINOR INJURIES. AFTER THE ACCIDENT THE MAIN TANKS CONTAINED LESS THAN A PINT OF FUEL. THE AUX. TANKS CONTAINED ONE GALLON EACH THE TANK SELECTOR WAS POSITIONED TO THE MAIN TANKS. THE PILOT SAID HE HAD PLANNED TO REFUEL AFTER THIS FLIGHT.

Brief of Accident (Continued)

File No. - 159

1/07/83

MONTGOMERY, NY

A/C Reg. No. N223JN

Time (Lcl) - 1800 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. FLUID, FUEL - EXHAUSTION
-

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. 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

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. - 57 2/06/83 MILLBROOK,NY A/C Reg. No. N8570V Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WARWICK,NY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SKY ACRES
Runway Ident - 35
Runway Lth/Wid - 3800/ 20
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1168	Last 24 Hrs - 0
Make/Model- 272	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 15

Instrument Rating(s) - UNK/NR

-----Narrative-----

PLT STATED THE LEFT WHEEL FROZE CAUSING A LOSS OF DIRECTIONAL CONTROL. THE ACFT MADE A 90 DEG TURN TO THE RIGHT & SLID BACKWARDS DOWN AN EMBANKMENT INTO A POND.

Brief of Accident (Continued)

File No. - 57

2/06/83

MILLBROOK,NY

A/C Reg. No. N8570V

Time (Lc1) - 1200 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,WHEEL - FROZEN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 15 2/27/83 SCHINNECOCK BAY, NY A/C Reg. No. N3509 Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- HARRISON VOLMER VJ-22 AMPHIBIAN	Eng Make/Model	- FRANKLIN SPORT-4	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL RETRACT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 130 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">UNK/NR</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>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 850</p> <p>Make/Model- 150</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

WHILE GAINING SPEED ON STEP TO MAKE WATER TAKEOFF THE HULL OF THE AIRCRAFT COLLIDED WITH SOMETHING NOT SEEN IN THE WATER AND BEGAN TO SINK. THE AIRCRAFT FILLED WITH WATER AND SANK UNTIL IT RESTED ON THE BOTTOM WITH ONLY THE PROP TIP SHOWING THE WEATHER WAS VFR AND NO FLIGHT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 15

2/27/83

SCHINNECOCK BAY, NY

A/C Reg. No. N3509

Time (Lc1) - 1030 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - SUBMERGED OBJECT
 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 198 3/25/83 SYRACUSE, NY A/C Reg. No. N2918E Time (Lcl) - 1850 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
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	VAN WERT, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SYRACUSE, NY	SYRACUSE/HANCOCK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ADF/NDB	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 71
SE LAND	Months Since - 2	Last 24 Hrs - 6
	Aircraft Type - 172	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT MADE AN EMERGENCY LANDING ON A GOLF COURSE AFTER THE ENGINE QUIT ON FINAL APPROACH TO SYRACUSE, NY. THE ACFT HAD DEPARTED VAN WERT, OH AT 1350 AND STOPPED FOR ABOUT 20 MINUTES AT COLUMBUS, OH TO PICK UP A PASSENGER AT 1445. THE PILOT CONTACTED APPROACH CONTROL APPROACHING SYRACUSE AND WAS VECTORED INTO THE TRAFFIC PATTERN FOR RUNWAY 32. THE PILOT STATED THE ENGINE SPUTTERED AND QUIT WHILE ON FINAL APPROACH. HE CONTACTED APPROACH CONTROL SAYING HE WAS OUT OF FUEL AND COULD NOT MAKE THE AIRPORT. A FORCED LANDING WAS MADE ON A NEARBY GOLF COURSE. DURING LANDING THE NOSE GEAR WAS SHEARED OFF. THE ACFT HAD BEEN AIRBORNE ABOUT 5 HOURS WHEN IT LANDED AT 1850. EXAMINATION OF THE ACFT REVEALED THAT IT HAD NO USABLE FUEL ABOARD AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 198

3/25/83

SYRACUSE, NY

A/C Reg. No. N2918E

Time (Lcl) - 1850 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 185 4/11/83 JAMAICA,NY A/C Reg. No. N2819A Time (Lcl) - 0009 EST

-----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	1	0
Accident Occurred During	-LANDING	Pass 0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
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 - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 340/012 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PHILADELPHIA,PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR/IFR
Type of Clearance - NONE
Type Apch/Lndg - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

JFK INTERNATIONAL AIRPORT
Runway Ident - 31L
Runway Lth/Wid - 10000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 440
Last 24 Hrs	- 1
Make/Model-	384
Last 30 Days-	0
Instrument-	135
Last 90 Days-	17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT MADE A HARD LANDING AFTER AN ILS APPROACH TO RUNWAY 31L AT JFK INTERNATIONAL AIRPORT. THE ACFT BROKE OUT OF THE CLOUDS AT 600 FEET. AS DESCENT CONTINUED 2 NOTCHES OF FLAPS WERE APPLIED AND FLARE WAS BEGUN AT 20 FEET AGL. ABOUT 10 FT. ABOVE THE RUNWAY AT 60 KTS AIRSPEED THE PILOT STATED HE FELT A SLIGHT BUMP AS THE ACFT FISHTAILED. THE PILOT APPLIED POWER AS THE STALL WARNING SOUNDED BRIEFLY AND THE AIRSPEED DROPPED. ACCORDING TO THE PILOT THE ACFT NOSED DOWN OUT OF CONTROL, STRUCK THE RUNWAY AND BOUNCED. AT THIS TIME, ELECTRICAL POWER WAS LOST. THE PILOT APPLIED FULL POWER AND THEN CUT BACK TO LAND ON THE RUNWAY. THE PILOT TAXIED OFF THE RUNWAY WITHOUT LIGHTS OR RADIO AS AN ESCORT CAR ARRIVED TO AID IN TAXIING. DURING THIS TIME THE NOSE GEAR COLLAPSED DAMAGING THE PROPELLER.

Brief of Accident (Continued)

File No. - 185

4/11/83

JAMAICA,NY

A/C Reg. No. N2819A

Time (Lc1) - 0009 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. ELECTRICAL SYSTEM - FAILURE,TOTAL
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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) 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. - 81 1/09/83 YOUNGSTOWN, OH A/C Reg. No. N441EZ Time (Lc1) - 1601 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		DESTROYED		Fatal	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	-LANDING							

-----Aircraft Information-----

Make/Model	- RUTAN VARIEZE	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 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	SAME AS ACC/INC	YOUNGSTOWN
Wind Dir/Speed	- 140/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 14
Lowest Sky/Clouds	- 15000 FT SCATTERED	Type of Clearance	- 7493/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 9503
SE LAND, ME LAND	Months Since - 11	Make/Model	- 140
	Aircraft Type - UNK/NR	Instrument	- 2510
		Multi-Eng	- 7000
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF WITH MINIMUM FUEL TO PRACTICE TOUCH AND GO LANDINGS. AFTER 20 MINUTES OF FLIGHT HE TURNED ON FINAL APPROACH AND ADVANCED THE THROTTLE WITH NO POWER RESPONSE. DUE TO LOW ALTITUDE AND A WOODED AREA ON FINAL HE ATTEMPTED A RIGHT TURN TO LAND ON A FREEWAY, TOUCHED DOWN SHORT AND COLLIDED WITH A FENCE. THE EARLY MODELS OF VARIEZE AIRCRAFT ARE SUBJECT TO UNPORTING THE FUEL TANK LINE WHEN OPERATING WITH MINIMUM FUEL. LATER MODELS HAVE A TANK SUMP TO CORRECT THIS CONDITION.

Brief of Accident (Continued)

File No. - 81

1/09/83

YOUNGSTOWN, OH

A/C Reg. No. N441EZ

Time (Lc1) - 1601 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - 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)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 69 1/17/83 CINCINNATI, OH A/C Reg. No. N59426 Time (Lcl) - 1250 EST

-----Basic Information-----

Type Operating Certificate	- ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	- KENTUCKY HELICOPTERS, INC	SUBSTANTIAL				
Type of Operation	- NON SCHED, INTL, PASSENGER	Fire				
Flight Conducted Under	- 14 CFR 135	NONE	Crew	0	0	0
Accident Occurred During	- LANDING		Pass	0	0	0
						1
						2

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 317 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 280/009 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 2500 FT BROKEN</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>SAME AS ACC/INC</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>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4788</p> <p>Make/Model - 2067</p> <p>Instrument - 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 17</p> <p>Rotorcraft - 4788</p>
------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE BELL 206 HELICOPTER EXPERIENCED FUEL EXHAUSTION DURING APPROACH FOR LANDING AT A HELIPAD. DURING AUTOROTATION THE PILOT MOVED LEFT TO AVOID A PICKUP TRUCK ON THE OFF RAMP OF I-75 AND COLLIDED WITH A LIGHT POLE AT ABOUT 10 FEET AGL. THE AIRCRAFT YAWED LEFT, LANDED HARD AND SLID ABOUT 10 FEET. THE PILOT HAD STARTED THE FLIGHT WITH LESS THAN A FULL LOAD OF FUEL TO AVOID BEING LATE FOR TV NEWS PHOTOGRAPHERS, WHO WERE TO BE HIS PASSENGERS. AFTER PICKING UP THE TWO PASSENGERS AT WCPO-TV HELIPAD THEY FLEW FOR ABOUT 40 MINUTES, WHEN THE PILOT WITH 12 GALLONS OF FUEL INDICATED, INFORMED THE PASSENGERS THEY HAD TO RETURN BECAUSE OF LOW FUEL. AT 300 FEET AGL ABOUT ONE QUARTER MILE FROM THE PAD WITH 9 GALLONS INDICATED THE REAR BOOST PUMP WARNING LIGHT ILLUMINATED, THE AIR FILTER ICE LIGHT ILLUMINATED, INDICATING A DROP IN FUEL PRESSURE, FOLLOWED BY AUTO IGNITION LIGHT AND FLAME OUT.

Brief of Accident (Continued)

File No. - 69

1/17/83

CINCINNATI, OH

A/C Reg. No. N59426

Time (Lc1) - 1250 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. REFUELING - NOT OBTAINED - PILOT IN COMMAND
5. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
6. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 47 2/05/83 CHESTERVILLE, OH A/C Reg. No. N27894 Time (Lcl) - 1315 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	1	0

-----Aircraft Information-----

Make/Model - PIPER J-4	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JENKINS(PRIVATE)
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 40
Lowest Sky/Clouds - 1100 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 249
SE LAND	Months Since - 4	Make/Model- 23
	Aircraft Type - J-4	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE LOST POWER. THE PILOT TRIED TO TURN BACK AND LAND ON THE DEPARTURE AIRSTRIIP, BUT DID NOT HAVE ENOUGH ALTITUDE. WHILE TRYING TO LAND, HE PULLED THE PLANE UP TO CROSS OVER TRANSMISSION LINES. HOWEVER, THE PLANE COLLIDED WITH THE WIRES AND CRASHED. THE PILOT THOUGHT HE MAY HAVE EXPERIENCED CARBURETOR ICE, BUT THE TEMPERATURE AND DEW POINT WERE 23 AND 13 DEG. ACCORDING TO THE ICING PROBABILITY CHART, CARBURETOR ICING WOULD ONLY OCCUR AT OR BELOW CRUISING POWER AT THOSE TEMPERATURES.

Brief of Accident (Continued)

File No. - 47

2/05/83

CHESTERVILLE, OH

A/C Reg. No. N27894

Time (Lcl) - 1315 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. MANEUVER - INITIATED - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION

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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 84 3/05/83 WILMINGTON, OH A/C Reg. No. N3064S Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries			
DOMESTIC/FLAG	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150D	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Lowest Ceiling - 25000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data CLINTON FIELD Runway Ident - 20 Runway Lth/Wid - 3500/ 65 Runway Surface - ASPHALT Runway Status - DRY
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 27 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 14 Last 24 Hrs - 1 Make/Model- 14 Last 30 Days- UNK/NR Instrument- 0 Last 90 Days- 14
---------------------------------------------------------	--------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT OPERATED BY A STUDENT PILOT SWERVED OFF THE RUNWAY DURING A TOUCH AND GO LANDING AND NOSED OVER. THE PILOT HAD BEEN PRACTICING TOUCH AND GO LANDING FOR ABOUT 40 MINUTES PRECEDING THE ACCIDENT. DURING THE LAST LANDING HE TOUCHED DOWN IN A CRAB AND WHEN HE APPLIED POWER TO TAKE OFF THE AIRCRAFT "TORQUED TO THE LEFT," THE AIRCRAFT WENT OFF THE RUNWAY THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 84

3/05/83

WILMINGTON, OH

A/C Reg. No. N3064S

Time (Lcl) - 0830 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 195 3/17/83 IRWIN, OH A/C Reg. No. N9841J Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA A150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 070/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DEFIANCE, OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

VERNON VICK
Runway Ident - 14
Runway Lth/Wid - 2300/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 202
Make/Model- 185
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CIRCLED THE ARPT TO SET UP HIS LANDING PATTERN FOR RWY 14 WITH A LEFT CROSSWIND. ON FINAL AT 60 KTS & FULL FLAPS THE STALL WARNING HORN CAME ON WITH THE ACFT DRIFTING. THE PLT ADDED POWER & REMOVED CARB HEAT. HE ALSO STARTED TO "WORK" THE FLAPS UP "A LITTLE AT A TIME." THE ACFT THEN STRUCK TREES ABOUT 200 FT FROM THE RWY.

Brief of Accident (Continued)

File No. - 195

3/17/83

IRWIN, OH

A/C Reg. No. N9841J

Time (Lc1) - 1500 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 93 3/26/83 WAUSEON, OH A/C Reg. No. N62268 Time (Lcl) - 1948 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AEROSPATIALE 316B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4960
No. of Seats - 5

Eng Make/Model - ARTOUSTE 111 B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 838 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
TOLEDO, OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
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 - 6128
Make/Model- 952
Instrument- 370
Multi-Eng - 332
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 67
Rotorcraft - 5570

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS INVOLVED IN A HARD LANDING WHILE ENGAGED IN A PATIENT PICKUP FLIGHT FOR ST. VINCENT HOSPITAL. THE PILOT, DOCTOR AND NURSE ABOARD WERE NOT INJURED. THE PILOT REPORTED THE WIND AT DEPARTURE 25 MILES AWAY WAS 10 KNOTS. HOWEVER HE ESTIMATED THE WIND VELOCITY AT THE ACCIDENT SITE AT 25 TO 30 KNOTS. THE HELIPAD WAS LOCATED ON THE LEEWARD SIDE OF THE HEALTH CENTER FOR FULTON COUNTY. AS THE AIRCRAFT DESCENDED FOR LANDING THROUGH 75 FEET AGL THE PILOT SAID THE RATE OF DESCENT INCREASED FROM 500 FPM TO 3500 FPM. HE ADDED POWER AND FLARED AT 10 FEET AGL BUT STILL TOUCHED DOWN HARD ON SLOPING TERRAIN RIGHT GEAR FIRST. SUBSTANTIAL DAMAGE WAS DONE TO THE RIGHT MAIN GEAR STRUT AND CENTER FRAME OF THE FUSELAGE.

Brief of Accident (Continued)

File No. - 93

3/26/83

WAUSEON, OH

A/C Reg. No. N62268

Time (Lc1) - 1948 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND
 4. PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - NOT ATTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 180 3/26/83 COLUMBUS, OH A/C Reg. No. 7464N Time (Lcl) - 1609 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - BEECHCRAFT A-36	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOLTON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OHIO STATE UNIVERSITY
Wind Dir/Speed- 120/013 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1696
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 141
		Last 30 Days- UNK/NR
		Instrument- 282
		Last 90 Days- 56
		Multi-Eng - 393

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED IN A FIELD ABOUT 1 MILE FROM THE APPROACH END OF THE RUNWAY AFTER ENGINE STOPPAGE DURING FINAL APPROACH. NO MALFUNCTION OF THE ENGINE WAS FOUND DURING EXAMINATION. THE PILOT STATED HE HAD FLOWN ABOUT 3 HRS AND 20 MINUTES. THE HOBBS METER TOTALED 4 AND 3 TENTHS HRS. THE FUEL SELECTOR HAD BEEN SECURED PRIOR TO ACFT EXAMINATION. THE LEFT TANK CONTAINED LESS THAN 2 GALLONS. THE RIGHT TANK HAD APPROXIMATELY 15 GALLONS REMAINING.

Brief of Accident (Continued)

File No. - 180

3/26/83

COLUMBUS, OH

A/C Reg. No. 7464N

Time (Lc1) - 1609 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 187 3/30/83 MANSFIELD, OH

A/C Reg. No. N5545L

Time (Lcl) - 1155 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire
NONE

Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-325-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 090/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ZELIENOPLE, PA

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MANSFIELD LAHM

Runway Ident - 14

Runway Lth/Wid - 9000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg -

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 49

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 61 Last 24 Hrs - 1

Make/Model- 61 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT SWERVED OFF THE RUNWAY DURING TAKEOFF AND NOSED DOWN IN THE DRIED GRASS. THE STUDENT PILOT WAS TAKING OFF ON THE RETURN LEG OF A CROSS-COUNTRY WHEN HE LOST DIRECTIONAL CONTROL AT A SPEED OF ABOUT 40 KTS. THE WIND WAS 90 DEGREES AT 9 KTS. THE ACFT SWERVED OFF THE LEFT SIDE OF RUNWAY 14R AND RAN OVER AN EDGING INSTALLATION FORMED LIKE A RAMP WHICH LIFTED THE ACFT AND IT BECAME AIRBORNE FOR ABOUT 20 FEET. THE ACFT TOUCHED DOWN IN THE GRASS ON THE RIGHT WINGTIP AND THE NOSE GEAR. THE NOSE GEAR COLLAPSED. THERE WAS NO NOTED MALFUNCTIONS OF THE BRAKE SYSTEM. THE NOSE GEAR FAILED IN OVERLOAD.

Brief of Accident (Continued)

File No. - 187

3/30/83

MANSFIELD, OH

A/C Reg. No. N5545L

Time (Lc1) - 1155 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 30 1/01/83 NEWPORT, OR A/C Reg. No. N1296M Time (Lcl) - 1635 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	1	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
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	NEWPORT MUNICIPAL
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5078/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3929
SE LAND	Months Since - 20	Make/Model- 490
	Aircraft Type - 182	Instrument- 305
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE LOST POWER WHEN THE PILOT WAS ON AN EXTENDED BASE LEG FOR LANDING. FROM THAT POSITION, HE COULD NOT GLIDE TO THE RUNWAY, SO HE ELECTED TO LAND ON A NEARBY BEACH. THE LOCATION OF PEOPLE WALKING ON THE BEACH PREVENTED AN UPWIND LANDING, SO THE PILOT TURNED TO LAND DOWNWIND. THIS REQUIRED A STEEP TURN AT LOW ALTITUDE TO AVOID LANDING IN THE OCEAN. THE PILOT STATED THAT THE UPPER WING MAY HAVE STALLED SOMEWHAT AS THERE WAS VIRTUALLY NO CONTROL FOR THE LAST 20 FT OF DESCENT. THE PLANE LANDED ON THE BEACH ON ALL THREE WHEELS, BUT THE NOSE AND RIGHT MAIN GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE CARBURETOR CHAMBERS AND FUEL FILTER BOWL CONTAINED WATER.

Brief of Accident (Continued)

File No. - 30

1/01/83

NEWPORT,OR

A/C Reg. No. N1296M

Time (Lc1) - 1635 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
4. TERRAIN CONDITION - SOFT
5. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 158 1/05/83 PORTLAND,OR A/C Reg. No. N5370Y Time (Lcl) - 2103 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AAR WESTERN SKYWAYS, INC.	DESTROYED		Fatal	0	0	0
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	Destination			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	Destination	TROUTDALE,OR	PORTLAND-TROUTDALE	
Wind Dir/Speed	- 060/003 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 1.250 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 200 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- 500 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- FOG				
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 5150
SE LAND,ME LAND	Months Since - 3	Make/Model	- 1198
	Aircraft Type - C-172RG	Instrument	- 745
		Multi-Eng	- 1631
		Last 24 Hrs	- 5
		Last 30 Days	- 67
		Last 90 Days	- 194

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE SIDE OF A HILL DURING A DESCENT. THE PILOT HAD CANCELED HIS IFR CLEARANCE AND RADAR SERVICES WERE TERMINATED AND A FREQUENCY CHANGE WAS APPROVED. SHORTLY THEREAFTER THE ACFT WAS OBSERVED FLYING BENEATH THE CLOUDS TOWARD THE HILL WITH WHICH IT COLLIDED. THE WITNESSES REPORTED HEARING THE ENGINE AND SEEING THE ACFT ENTER CLOUDS FOLLOWED BY THE NOISE OF AN EXPLOSION. THE WEATHER WAS IMC. THERE WERE NO OPERATIONAL DIFFICULTIES REPORTED OR NOTED.

Brief of Accident (Continued)

File No. - 158

1/05/83

PORTLAND,OR

A/C Reg. No. N5370Y

Time (Lc1) - 2103 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
 6. 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) 2,3,5,6

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. - 155 1/11/83 NEWPORT, OR A/C Reg. No. N644PH Time (Lcl) - 1725 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	2
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3500	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data NEWPORT MUNICIPAL
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 360/015 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 25.0 SM	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
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, COMMERCIAL	Current - YES	Total - 867
SE LAND	Months Since - 19	Make/Model- 42
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - 773

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS LIFTING OFF WHEN THE LEFT SKID STUCK IN THE DIRT. THE ACFT DID A DYNAMIC ROLLOVER WHEN THE LEFT SKID REMAINED STUCK AS THE PILOT ATTEMPTED TO TAKEOFF. THE PILOT HAD JUST ON-LOADED TWO PASSENGERS BOTH ON THE LEFT SIDE. WEATHER WAS NOT A FACTOR AND NONE OF THE OCCUPANTS WERE INJURED.

Brief of Accident (Continued)

File No. - 155

1/11/83

NEWPORT,OR

A/C Reg. No. N644PH

Time (Lc1) - 1725 PST

Occurrence ROLL OVER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - MOVEMENT RESTRICTED
 2. LIFT-OFF - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 27 1/12/83 REDMOND,OR A/C Reg. No. N9751Y Time (Lcl) - 1520 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 35-B33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/006 KTS
Visibility - 45.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BEND,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ROBERT FIELD
Runway Ident - 40
Runway Lth/Wid - 7040/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - BE-33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4200
Make/Model- 300
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE LOST POWER AT ABOUT 200 FT AGL DURING TAKEOFF. HE WAS UNABLE TO LAND STRAIGHT AHEAD, SO HE TRIED TO LAND BACK ON THE RUNWAY. THE AIRCRAFT WAS LANDED ON THE AIRPORT PROPERTY WITH THE GEAR UP. THE PILOT BELIEVED THERE WAS A FUEL BLOCKAGE FROM THE RIGHT TANK; HOWEVER, THE FUEL SYSTEM AND ENGINE WERE CHECKED AND NO BLOCKAGE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 27

1/12/83

REDMOND, OR

A/C Reg. No. N9751Y

Time (Lc1) - 1520 PST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 137 1/21/83 BURNS,OR A/C Reg. No. N5162W Time (Lcl) - 2005 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AAR WESTERN SKYWAYS, INC.	DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	Serious	Minor	None	
Accident Occurred During	-DESCENT			0	0	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA P210N	Eng Make/Model	- CONTINENTAL TS10-520P	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	BURNS MUNICIPAL	
Wind Dir/Speed	- CALM	Runway Ident	- 12
Visibility	- 5.0 SM	Runway Lth/Wid	- 5100/ 150
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- BROKEN	Runway Status	- SNOW - WET
Obstructions to Vision	- NONE		
Precipitation	- SNOW		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 16389	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 6	Make/Model - UNK/NR	Last 30 Days - 62
	Aircraft Type - C-T310	Instrument - 4550	Last 90 Days - 219
		Multi-Eng - 8001	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A BANK-CHECK COURIER FLT FROM TROUTDALE TO PORTLAND, WITH EN ROUTE STOPS AT BURNS & REDMOND, OR. ROUTINELY, THE ACFT WOULD DEPART TROUTDALE BETWEEN 0900 & 0930 & ARRIVE AT BURNS AT 1130 TO 1200 LOCAL TIME. AFTER A GROUND TIME OF APRX 8 HRS, IT NORMALLY WOULD DEPART BURNS BETWEEN 1930 & 2000 LOCAL TIME. THE PLT WAS OBSERVED REMOVING SNOW FROM THE ACFT'S WING BEFORE TAKING OFF. AT APRX 2000 PST, THE PLT TOOK OFF ON RWY 12. AN IFR FLT PLAN HAD BEEN FILED, BUT WAS NOT ACTIVATED. ACCORDING TO WITNESSES, THERE WERE MARGINAL VFR CONDITIONS, REDUCING VISIBILITY WITH LIGHT TO MODERATE SNOW SHOWERS, WIND CALM TO LIGHT. SHORTLY AFTER TAKEOFF, THE ACFT CRASHED ON FLAT, SNOW COVERED, UNCULTIVATED LAND APRX 3 MI SOUTHEAST OF THE ARPT. THE IMPACT OCCURRED ON A WEST NORTHEASTERLY HEADING. A PROP BLADE WAS FOUND AT THE INITIAL IMPACT POINT & THE WRECKAGE WAS SCATTERED OVER AN AREA APRX 475 FT LONG. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PRE-IMPACT MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 137

1/21/83

BURNS,OR

A/C Reg. No. N5162W

Time (Lc1) - 2005 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. WEATHER CONDITION - SNOW
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 111 1/24/83 DUFUR,OR A/C Reg. No. N97429 Time (Lcl) - 0900 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-CHARLES R. WALL	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					None
						1
						0

-----Aircraft Information-----

Make/Model	- MOONEY M20K	Eng Make/Model	- CONTINENTAL TSIO-360-GB1	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2740	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SALEM,OK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PASCO,WA	THE DALLES
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		
	FULL STOP	
	FORCED LANDING	

-----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 - 4286
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Last 30 Days- 72
		Last 90 Days- 170
		Multi-Eng - 874

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH AN IRRIGATION PIPE LINE AND FENCE DURING ROLLOUT OF A FORCED LANDING AFTER ENGINE FAILURE. THE ENGINE STOPPED WHILE THE AIRCRAFT WAS CRUISING EN ROUTE. THE PILOT REMAINED IN RADIO CONTACT THROUGHOUT THE EMERGENCY AND LANDED IN A FIELD OF GRAIN STUBBLE AND NEW CROPS. AN ENGINE TEARDOWN REVEALED A HOLE IN THE #4 PISTON. THIS HOLE HAD PRESSURIZED THE CRANKCASE FORCING OIL OUT OF THE BREATHER UNTIL OIL DEPLETION CAUSED ENGINE STOPPAGE. ALSO, A TRACE OF CARBON TRACKING WAS FOUND ON THE RIGHT DISTRIBUTOR BLOCK FROM THE #4 LOCATION TO ANOTHER STATIONARY ELECTRODE.

Brief of Accident (Continued)

File No. - 111

1/24/83

DUFUR,OR

A/C Reg. No. N97429

Time (Lc1) - 0900 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - CONTAMINATION
2. IGNITION SYSTEM,MAGNETO - SHORTED
3. ENGINE ASSEMBLY,PISTON - OTHER
4. ENGINE ASSEMBLY,PISTON - LEAK
5. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
7. OBJECT - OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 121 2/01/83 MEDFORD,OR A/C Reg. No. N4784Q Time (Lc1) - 1700 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JACKSON COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FORCED LANDING	

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 4	Last 24 Hrs - 10
	Aircraft Type - 7ECA	Make/Model- 1500
		Last 30 Days- 70
		Instrument- 12
		Last 90 Days- 300
		Multi-Eng - 72
		Rotorcraft - 45

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TREE DURING AERIAL APPLICATION OPERATIONS. THE PILOT STATED THAT THERE WAS A POWERLINE AT ONE END OF THE ORCHARD HE WAS SPRAYING AND A ROW OF LEAFLESS TREES AT THE OTHER. ONE OF THE TALLER BOUNDARY TREES WAS OVERLOOKED BY THE PILOT AND THE ACFT HIT IT. THE COLLISION PUNCHED A HOLE IN THE OIL COOLER AND FORCED THE PILOT TO MAKE AN OFF AIRPORT LANDING.

Brief of Accident (Continued)

File No. - 121

2/01/83

MEDFORD, OR

A/C Reg. No. N4784Q

Time (Lc1) - 1700 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3 2/02/83 CHILOQUIN,OR A/C Reg. No. N92353 Time (Lc1) - 1120 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 050/010 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 18000 FT Lowest Ceiling - 18000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT.	Itinerary Last Departure Point LINCOLN, CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data CHILOQUIN Runway Ident - 36 Runway Lth/Wid - 3735/ 45 Runway Surface - ASPHALT Runway Status - DRY
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 47 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 520 Make/Model- 220 Instrument- 3 Last 24 Hrs - 2 Last 30 Days- 4 Last 90 Days- 8
--------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LONG STRAIGHT IN APPROACH FROM ABOUT 3 MILES OUT THE AIRCRAFT LOST POWER. THE PILOT FIGURED HE COULD NOT MAKE THE RUNWAY SO HE TRIED FOR A HIGHWAY. IN DIVING TO AVOID WIRES HE DROVE THE NOSE GEAR ONTO THE GROUND. THE NOSE GEAR WAS SHEARED OFF AND THE AIRCRAFT SKIDDED ABOUT 270 FEET BEFORE GOING INTO A DITCH.

Brief of Accident (Continued)

File No. - 3 2/02/83 CHILOQUIN,OR A/C Reg. No. N92353 Time (Lc1) - 1120 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. THROTTLE/POWER CONTROL - BELOW - PILOT IN COMMAND
 3. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
-

Occurrence #3 NOSE 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1 2/02/83 OREGON CITY, OR A/C Reg. No. N30356 Time (Lc1) - 1700 PST

-----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	1	0
Accident Occurred During	-APPROACH		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 177A	Eng Make/Model	- LYCOMING O-360-A2F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/019 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point BEND, OR</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTIP</p> <p>Airport Data</p> <p>FAIRWAYS</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 3000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9'</p> <p>Aircraft Type - 177</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total</td> <td>- 1103</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model</td> <td>- 56</td> <td>Last 30 Days</td> <td>- 20</td> </tr> <tr> <td>Instrument</td> <td>- 47</td> <td>Last 90 Days</td> <td>- 51</td> </tr> <tr> <td>Multi-Eng</td> <td>- 55</td> <td></td> <td></td> </tr> </table>	Total	- 1103	Last 24 Hrs	- 2	Make/Model	- 56	Last 30 Days	- 20	Instrument	- 47	Last 90 Days	- 51	Multi-Eng	- 55		
Total	- 1103	Last 24 Hrs	- 2															
Make/Model	- 56	Last 30 Days	- 20															
Instrument	- 47	Last 90 Days	- 51															
Multi-Eng	- 55																	

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL AT DUSK, THE PLT MADE AN APCH TO RWY 9 WITH A HEADWIND AT 19, GUSTING 30 KTS. WHILE ON FINAL APCH, THE ACFT COLLIDED WITH POWER LINES NEAR THE APCH END OF THE RWY. THE PLT REPORTED THAT HE DID NOT SEE THE LINES UNTIL JUST PRIOR TO IMPACT, THEN TRIED TO FLY UNDER THEM, BUT DID NOT AVOID THE COLLISION. HE REPORTED THE TAIL SECTION, WINGS & FRONT OF THE ACFT WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1

2/02/83

OREGON CITY,OR

A/C Reg. No. N30356

Time (Lcl) - 1700 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - GUSTS
 3. DISTANCE - 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. LIGHT CONDITION - DUSK
 6. OBJECT - WIRE,TRANSMISSION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 37 2/25/83 NEAR OAKRIDGE,OR A/C Reg. No. N62398 Time (Lc1) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 133	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - HILLER UH-12D	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 265 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1100 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2800 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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3650
SE LAND	Months Since - 9	Make/Model- 130
	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 - 2980

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, A 250 LB LOAD ON A 30 FT EXTERNAL LINE HAD BEEN SET DOWN AT A SITE AT AN ELEVATION OF ABOUT 3500 FT MSL. AFTER THE LOAD WAS RELEASED, THE PILOT ATTEMPTED TO TRANSITION FROM A HOVER TO A CLIMB, BUT THE HELICOPTER BEGAN TO SETTLE. ATTEMPTS TO CORRECT FOR THIS SITUATION WERE UNSUCCESSFUL. THE HELICOPTER HIT THE GROUND AND THE MAIN ROTOR BLADES STRUCK THE UPHILL SIDE OF THE TERRAIN. THE PILOT ESTIMATED THAT THE WIND WAS FROM 180 DEG AT 10, GUSTING 12 KTS; HOWEVER, HE BELIEVED THAT IT HAD CHANGED OR HAD BECOME CALM WHEN THE ACCIDENT OCCURRED. ABOUT 30 MILES AWAY AT EUGENE, OR, THE WIND WAS FROM THE SAME DIRECTION AT 16, GUSTING 25 KTS. THE DENSITY ALTITUDE WAS ABOUT 4100 FT. THE HELICOPTER WAS WITHIN ITS WT AND BALANCE LIMITS.

Brief of Accident (Continued)

File No. - 37

2/25/83

NEAR OAKRIDGE,OR

A/C Reg. No. N62398

Time (Lc1) - 1430 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 199 4/04/83 BORING,OR A/C Reg. No. N87110 Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ERCD 415C	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 85 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VANCOUVER,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OREGON CITY,OR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 85
SE LAND	Months Since - 31	Last 24 Hrs - UNK/NR
	Aircraft Type - 415C	Make/Model- 35
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A FENCE AND COLLAPSED THE NOSE GEAR DURING A FORCED LANDING AFTER THE ENGINE LOST POWER IN CRUISE FLIGHT. THE PILOT HAD DEPARTED OREGON CITY EARLIER TO FLY TO EVERGREEN AIRPORT TO FUEL THE AIRCRAFT AND THEN TO RETURN TO OREGON CITY. AFTER FUELING HE STARTED THE RETURN FLIGHT. EARLY IN THE FLIGHT THE ENGINE STARTED SPATTERING. A FORCED LANDING WAS MADE IN A PASTURE. THE ACFT HIT A FENCE AND THE NOSE GEAR DUG IN DURING ROLLOUT AND COLLAPSED. THE ACFT HAD BEEN PARKED OUTDOORS AT EVERGREEN DURING THE WINTER WITH ONLY 2 GALLONS OF FUEL IN THE MAIN WING TANKS. THE FUSELAGE TANK HAD BEEN KEPT FULL AND PROVIDED A TROUBLE-FREE FLIGHT TO EVERGREEN WHERE THE MAIN TANKS WER FILLED. AFTER THE ACCIDENT THE GASCOLATOR BOWL WAS DRAINED AND YEILDED ABOUT A TEASPOON OF WATER. THE PILOT STATED HE KEPT MINIMUM FUEL IN THE WING TANKS AT OREGON CITY BECAUSE OF FUEL THEFT. HE HAD NOT CHECKED THE TANKS FOR WATER AFTER FUELING. NO WATER WAS FOUND IN THE EVERGREEN FUEL SUPPLY.

Brief of Accident (Continued)

File No. - 199

4/04/83

BORING,OR

A/C Reg. No. N87110

Time (Lcl) - 1430 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - WATER
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE
-

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 68 4/06/83 NEAR SISTERS, OR A/C Reg. No. N83096 Time (Lcl) - 1215 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- AERONCA 7AC	Eng Make/Model	- CONTINENTAL C-65-8	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SISTERS, OR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 150/004 KTS	ATC/Airspace	Runway Lth/Wid
Visibility	- 45.0 SM	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	- 25000 FT SCATTERED	- VFR	Runway Status
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 179	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 25	Make/Model - 39	Last 30 Days - 3
	Aircraft Type - PA-28	Instrument - 1	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE BEGAN CLIMBING AFTER MAKING A PASS OVER A FROZEN LAKE & NEAR A YOUTH CAMP. HE REPORTED THAT THE ACFT ENTERED A STALL, THEN BEGAN TO SPIN TO THE RIGHT AT APRX 1000 FT AGL. HE INITIATED CORRECTIVE ACTION, BUT THE MAIN GEAR HIT THE LAKE BEFORE A RECOVERY WAS COMPLETED. AFTER IMPACT, THE ACFT SLIDE APRX 150 FT ACROSS THE FROZEN LAKE BEFORE COMING TO REST. THE ELEVATION OF THE LAKE WAS APRX 4500 FT MSL.

Brief of Accident (Continued)

File No. - 68

4/06/83

NEAR SISTERS, OR

A/C Reg. No. N83096

Time (Lc1) - 1215 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. CLIMB - INITIATED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 88 4/18/83 HAINES,OR A/C Reg. No. N6430C Time (Lcl) - 1420 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - STINSON L-5
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - LYCOMING O-435-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 190 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 8000 FT THIN BKN
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MILTON-FREEWATE,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 261
Make/Model- 131
Instrument- 0
Last 24 Hrs - 4
Last 30 Days- 9
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A FENCE DURING A TAKEOFF AND NOSED OVER. THE RUNWAY WAS AN ALFALFA FIELD APPROXIMATELY 1000 FEET IN LENGTH WITH HIGH GROWTH. THE DENSITY ALTITUDE WAS 4000 FEET. THE AIRCRAFT DID BECOME AIRBORNE BUT SETTLED BACK TO THE FIELD, AND TAKEOFF WAS CONTINUED WITH NOT ENOUGH DISTANCE REMAINING.

Brief of Accident (Continued)

File No. - 88

4/18/83

HAINES,OR

A/C Reg. No. N6430C

Time (Lc1) - 1420 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - FENCE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. DISTANCE - IMPROPER - PILOT IN COMMAND
8. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7,8

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. - 197 4/27/83 LAKEVIEW, OR A/C Reg. No. N7946Y Time (Lcl) - 1545 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-30B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 200/025 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 6500 FT THIN BKN

Lowest Ceiling - 8000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

REDMOND, OR

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

LAKE COUNTY

Runway Ident - 16

Runway Lth/Wid - 5300/ 100

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - BE-A45

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3500

Make/Model- 2500

Instrument- 1520

Multi-Eng - 2500

Last 24 Hrs - 3

Last 30 Days- 12

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD LANDED EARLIER AT REDMOND IN WHAT WAS DESCRIBED AS A HARD LANDING. THE PLT STATED THE ONLY PROBLEM NOTED WAS A "LOUD SQUEEKING BRAKE" DURING THE ROLLOUT. THE NEXT LEG OF THE FLIGHT WAS TO TERMINATE AT RENO, BUT THE PLT LANDED AT LAKEVIEW TO WAIT FOR AN IMPROVEMENT IN WX. THE PLT REPORTED TURBULENCE, RAIN SQUALLS & WINDS FROM 200 DEG AT 25 KTS GUSTING 35. THE PLT STATED HE LOWERED THE LANDING GEAR ON BASE LEG & CHECKED THE LEFT GEAR IN THE NACELLE MOUNTED MIRROR, BUT DID NOT CHECK THE GEAR INDICATOR LIGHT.

Brief of Accident (Continued)

File No. - 197

4/27/83

LAKEVIEW,OR

A/C Reg. No. N7946Y

Time (Lc1) - 1545 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
 2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 150 1/05/83 CENTRE HALL, PA A/C Reg. No. N4911G Time (Lc1) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	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 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	CENTRE
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 225
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 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 - 0	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT TOOK OFF TO PRACTICE TOUCH-AND-GO LANDINGS. THE TAKEOFF WAS ACCOMPLISHED WITHOUT DIFFICULTY AND THE LANDING APPROACH WAS UNEVENTFUL UNTIL TOUCHDOWN. THE PLT STATED THAT ON TOUCHDOWN, THE NOSE OF THE ACFT WAS TOO LOW AND THE NOSEWHEEL HIT THE RWY HARD AND DUG IN. SUBSEQUENTLY, THE NOSE GEAR FAILED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 150

1/05/83

CENTRE HALL, PA

A/C Reg. No. N4911G

Time (Lc1) - 1630 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 6 1/05/83 GRANVILLE, PA A/C Reg. No. N29947 Time (Lcl) - 1334 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire NONE	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - NORTH AMERICAN AT-6D	Eng Make/Model - P & W R1430	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity.
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	ELKHART, IN	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	STATE COLLEGE, PA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5600
SE LAND, ME LAND	Months Since - 11	Make/Model- 1185
	Aircraft Type - UNK/NR	Instrument- 350
		Multi-Eng - 1200
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT ON CROSS-COUNTRY FLIGHT RAN OUT OF FUEL AND MADE AN EMERGENCY LANDING IN A FIELD AND COLLIDED WITH A FEW SCATTERED APPLE TREES. IRONICALLY THERE WAS AN AIRPORT ADJACENT TO THE LANDING SITE. THE PILOT HAD ENCOUNTERED CLOUD COVER AT HIS DESTINATION AND DIVERTED TO PHILIPSBURG. HE WAS ADVISED BY RADIO THAT PHILIPSBURG HAD NO FUEL SO HE DECIDED TO GO TO UNIVERSITY PARK. AFTER DESCENDING THROUGH SCATTERED CLOUDS INTO THE WRONG VALLEY AND NOT SEEING THE AIRPORT THE PILOT SAW AN OPEN FIELD AND HEADED FOR IT. ENROUTE THE AIRCRAFT RAN OUT OF FUEL. THE PILOT LANDED WITH GEAR AND FLAPS UP. THE RIGHT WING WAS TORN OFF BY A TREE

Brief of Accident (Continued)

File No. - 6

1/05/83

GRANVILLE, PA

A/C Reg. No. N29947

Time (Lc1) - 1334 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 5. LOWERING OF FLAPS - NOT USED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 128 1/16/83 NEW HOPE, PA A/C Reg. No. N8604C Time (Lcl) - 1715 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER PA-22-135
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
PITTSBOWN, NJ
Destination
LANGHORNE, PA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BUEHL FIELD
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)
COMMERCIAL, CFI
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 1173	Last 24 Hrs -	1
Make/Model-	1040	Last 30 Days-	UNK/NR
Instrument-	80	Last 90 Days-	21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE WHILE THE PILOT AND A FRIEND IN ANOTHER PLANE WERE FLYING ALONG THE DELEWARE RIVER. THE PLT REPORTED THAT AS HE APPROACHED A BRIDGE, HE CLIMBED TO CLEAR OVER THE BRIDGE AND SOME POWER LINES, THEN STARTED TO DESCEND. HE STATED THAT THE NEXT THING HE REMEMBERED WAS WAKING UP IN THE WATER. HE WAS PULLED FROM THE WATER BY A MAN WHO LIVED NEARBY.

Brief of Accident (Continued)

File No. - 128

1/16/83

NEW HOPE, PA

A/C Reg. No. N8604C

Time (Lc1) - 1715 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 119 1/19/83 NEW CUMBERLAND, PA A/C Reg. No. N250RA Time (Lcl) - 0845 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	6
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- ISRAEL IND 1124	Eng Make/Model	- AIRESEARCH TPE 731-3-1G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 16000	Engine Type	- TURBOFAN		
No. of Seats	- 10	Rated Power	- 3700 LBS THRUST		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/014 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>TETERBORO, NJ</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</p> <p>UNK/NR</p> <p>Airport Data</p> <p>CAPITAL CITY</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 4970/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - BV-44</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9685</p> <p>Make/Model- 69</p> <p>Instrument- 875</p> <p>Multi-Eng - 5000</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 120</p> <p>Rotorcraft - 4600</p>
--------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING THE TAKEOFF ROLL AT ABOUT 117 KTS, THE ACFT BEGAN TO VIBRATE, PULL TO THE LEFT AND DECELERATE. THE TAKEOFF WAS ABORTED. THE ACFT CONTINUED OFF THE LEFT SIDE OF THE RWY AND CAME TO STOP AGAINST A SMALL EMBANKMENT. AN EXAM OF THE RWY REVEAL TIRE MARKINGS THAT LED TO WHERE THE ACFT CAME TO REST. MARKINGS MADE BY THE LEFT GEAR WERE CONSISTENT WITH THOSE OF A TIRE FAILURE. THE LEFT MAIN GEAR AND WHEEL, UNDERSIDE OF THE FUSELAGE AND LEFT TIP TANK WERE DAMAGED. AN INSPECTION OF THE LEFT BRAKE AND WHEEL ASSEMBLY WAS MADE, BUT NO EVIDENCE WAS FOUND TO INDICATE A MALFUNCTION OR FAILURE PRIOR TO THE TIRE FAILURE. THE TIRE, GOODYEAR PN 249K83-2, SN 22041595, HAD ACCRUED 98 CYCLES PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 119

1/19/83

NEW CUMBERLAND, PA

A/C Reg. No. N250RA

Time (Lc1) - 0845 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 56 2/02/83 WILKES-BARRE,PA A/C Reg. No. N9900R Time (Lcl) - 0800 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-AIR TAXI, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None	
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	-LANDING							

-----Aircraft Information-----

Make/Model	- BEECH G18S	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	ALLENTOWN,PA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		WILKES-BARRE	
Wind Dir/Speed	- 130/008 KTS	ATC/Airspace		Runway Ident	- 22
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6450/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2500 FT	Type Apch/Lndg	- ILS - COMPLETE	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 4378	Last 24 Hrs - 0
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model - 105	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 635	Last 90 Days - 1
		Multi-Eng - 2443	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL & COLLIDED WITH A DRAINAGE DITCH CAUSING THE MAIN GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 56

2/02/83

WILKES-BARRE, PA

A/C Reg. No. N9900R

Time (Lcl) - 0800 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 52 2/19/83 BUTLER,PA A/C Reg. No. N2694W Time (Lc1) - 1715 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 -TAKEOFF			0	0	0	1

-----Aircraft Information-----

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUTLER COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1730
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 257
		Last 30 Days- UNK/NR
		Instrument- 282
		Last 90 Days- 4
		Multi-Eng - 235

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON RWY 25 THE PLT EXITED ONTO A TAXIWAY NEAR MIDFIELD TO WAIT FOR ANOTHER ACFT DEPARTING RWY 7. THE WIND WAS CALM & THE PLT ELECTED TO DEPART RWY 7 AS DID THE OTHER ACFT. THE GEAR WAS PREMATURELY RETRACTED DURING THE TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 52

2/19/83

BUTLER, PA

A/C Reg. No. N2694W

Time (Lcl) - 1715 EST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 2. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
 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. - 50 2/19/83 BALLY, PA A/C Reg. No. N25565 Time (Lc1) - 1310 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	1

-----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		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/003 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BALLY, PA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRSTRIIP</p> <p>Airport Data</p> <p>BUTLER VALLEY</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2500/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 139
SE LAND	Months Since - 6	Make/Model- 74
	Aircraft Type - UNK/NR	Instrument- 17
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE INITIATED HIS TAKEOFF FROM THE 1300 FT/BLACKTOP PORTION OF A 2500 FT RUNWAY. THE REMAINDER OF THE RUNWAY WAS SOD. HE STATED THAT HE ROTATED FOR TAKEOFF ABOUT 50 FT FROM THE END OF THE BLACKTOP PORTION AT 56 TO 58 KTS. ALSO, HE REPORTED THAT AS THE PLANE PASSED OVER THE END OF THE BLACKTOP, IT SEEMED TO LOSE LIFT AND THE LEFT WING DROPPED. SUBSEQUENTLY, THE LEFT MAIN GEAR STRUCK SNOW ON THE SIDE OF THE SOD PORTION AND THE PLANE VEERED TO THE LEFT. IT THEN DROPPED ONTO THE NOSE GEAR AND CONTINUED FOR ABOUT 100 FT AT A 30 DEG ANGLE FROM THE RUNWAY. THE NOSE GEAR COLLAPSED AND THE PLANE NOSED DOWN, THEN SETTLED BACK ON THE MAIN GEAR.

Brief of Accident (Continued)

File No. - 50

2/19/83

BALLY,PA

A/C Reg. No. N25565

Time (Lc1) - 1310 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOWBANK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE DOWN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 51 2/21/83 MOUNTVILLE, PA A/C Reg. No. N757ER Time (Lc1) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	- INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	- 14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	- TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - 20000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CENTRAL MANOR</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2300/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 728
	Months Since - N/A	Make/Model- 81
	Aircraft Type - N/A	Instrument- 60
		Multi-Eng - 6
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE TURF RWY WAS WET FROM MELTING SNOW WITH SNOWBANKS ON BOTH SIDES. THE PLT DECIDED TO TAKE OFF FROM THE LEFT SIDE STAYING CLEAR OF MUD. ACCELERATION WAS SLOWER THAN NORMAL DUE TO THE WET GRASS & AS THE PLT TRIED TO ROTATE A LOUD BANG WAS HEARD. THE PLT COULD NOT GET THE ACFT OFF THE GROUND & THE FLT WAS ABORTED. ACCORDING TO THE PLT THE LEFT MAIN GEAR HIT THE SNOWBANK ON THE LEFT SIDE OF THE RWY JUST AFTER ABORTING CAUSING THE ACFT TO SWERVE TO THE LEFT. AS DIRECTIONAL CONTROL WAS LOST THE RIGHT WING TIP CONTACTED THE GROUND & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 51

2/21/83

MOUNTVILLE, PA

A/C Reg. No. N757ER

Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
7. LANDING GEAR, NOSE GEAR - OVERLOAD
8. 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 59 2/21/83 READING, PA A/C Reg. No. N2227Y Time (Lc1) - 1535 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELFAST, ME
Destination
LANCASTER, PA

Airport Proximity
ON AIRPORT

Airport Data

GEN. SPAATZ FIELD
Runway Ident - 03
Runway Lth/Wid - 6350/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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, COMMERCIAL
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	881	Last 24 Hrs -	5
Make/Model	-	86	Last 30 Days-	UNK/NR
Instrument	-	162	Last 90 Days-	15
Multi-Eng	-	9		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED BELFAST AT 1100. AFTER PASSING READING THE PLT NOTICED THE RIGHT TANK GAUGE RISE FROM 1/2 TO FULL. APPROXIMATELY 3 MI FROM READING A 180 DEG TURN WAS MADE TO RETURN TO READING. ABOUT 1 MI FROM THE ARPT THE ENG SURGED. A CALL WAS MADE TO THE TOWER DECLARING LOW FUEL & REQUESTING AN EMERGENCY LAND BUT THE RESPONSE WAS UNINTELLIGIBLE. ON THE DOWNWIND END OF THE RWY AN ACFT WAS OBSERVED TAKING OFF & A LARGE ACFT THEN PULLED ONTO THE RWY. THE PLT MADE AN & TURN TO ALLOW THE ACFT TO CLEAR THE RWY. BY THIS TIME THE PLT HAD NO POWER REMAINING & DECIDED TO LAND ALONG SIDE THE RWY. THE ACFT STALLED ABOUT 4 FT ABOVE THE GROUND & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 59

2/21/83

READING, PA

A/C Reg. No. N2227Y

Time (Lc1) - 1535 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIR/GROUND COMMUNICATIONS - NOT ATTAINED - PILOT IN COMMAND
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD
8. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 53 2/28/83 QUAKERTOWN, PA A/C Reg. No. N38389 Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	4

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
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/NO
Stall Warning System - YES

-----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
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 6000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BALTIMORE, MD
Destination
QUAKERTOWN, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

QUAKERTOWN
Runway Ident - 29
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 19

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 539	Last 24 Hrs	- UNK/NR
Make/Model-	56	Last 30 Days-	UNK/NR
Instrument-	39	Last 90 Days-	46
Multi-Eng -	97	Rotorcraft -	53

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN ABOUT 1 FT SHORT OF THE RWY. THE LEFT GEAR & WING WAS DAMAGED.

Brief of Accident (Continued)

File No. - 53

2/28/83

QUAKERTOWN, PA

A/C Reg. No. N38389

Time (Lc1) - 1500 EST

Occurrence

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND

2. DISTANCE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 63 3/12/83 BUENA VISTA, PA A/C Reg. No. N142SS Time (Lcl) - 1312 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- FLUGZEUGBAU G10Z ASTIR CS	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	- 700	Engine Type	- UNK/NR			
No. of Seats	- 1	Rated Power	- N/A			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	UNIONVILLE, PA	
Completeness	Destination	Airport Data
Basic Weather	ALTOONA, PA	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	- N/A
Lowest Ceiling	Type Apch/Lndg	- N/A
Obstructions to Vision		- N/A
Precipitation		
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
UNK/NR	Current	Total	- 232
	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 5
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THINKING THAT HE MIGHT BE LOST IN A WAVE ABOVE THE CLOUDS, THE PLT DESCENDED THROUGH AN OPENING & DECIDED TO MAKE AN OFF-FIELD LANDING. SEVERE WIND GUSTS ALTERED HIS GLIDE PATH & HE HEADED TOWARD AN APPLE ORCHARD. THE LEFT WING CONTACTED A BRANCH ABOUT 10 FT ABOVE THE GROUND & THE GLIDER GROUND LOOPED BREAKING THE TAIL CONE & DAMAGING THE STABILIZER & VERTICAL FIN.

Brief of Accident (Continued)

File No. - 63

3/12/83

BUENA VISTA, PA

A/C Reg. No. N142SS

Time (Lc1) - 1312 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. OBJECT - TREE(S)
 5. ABORTED TAKEOFF - 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

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. - 184 4/12/83 WAYNESBURG, PA A/C Reg. No. N99ML Time (Lc1) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	1	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 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 - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 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;">WAYNESBURG, PA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GREEN COUNTY</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 3500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 823</td> <td>Last 24 Hrs -</td> <td>0</td> </tr> <tr> <td>Make/Model-</td> <td>465</td> <td>Last 30 Days-</td> <td>0</td> </tr> <tr> <td>Instrument-</td> <td>83</td> <td>Last 90 Days-</td> <td>9</td> </tr> </table>	Total	- 823	Last 24 Hrs -	0	Make/Model-	465	Last 30 Days-	0	Instrument-	83	Last 90 Days-	9
Total	- 823	Last 24 Hrs -	0											
Make/Model-	465	Last 30 Days-	0											
Instrument-	83	Last 90 Days-	9											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT FOLLOWING A NORMAL TAKEOFF, UPON REACHING AN ALTITUDE OF ABOUT 200 TO 250 MSL, ALL ENG POWER WAS LOST. DURING AN ATTEMPT TO AVOID TREES AT THE END OF THE RUNWAY, FOR A CLEAR AREA NEAR A HIGHWAY, THE ACFT HIT THE TOP OF A T-HANGAR. THE ACFT CAME TO REST IN A GULLY. INVESTIGATION REVEALED WATER IN THE FUEL. AN INSPECTION OF THE REFUELING FACILITY REVEALED APPROXIMATELY 6 INCHES OF WATER IN THE STORAGE TANKS.

Brief of Accident (Continued)

File No. - 184

4/12/83

WAYNESBURG, PA

A/C Reg. No. N99ML

Time (Lc1) - 0900 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - AIRPORT PERSONNEL
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - AIRPORT FACILITY
6. OBJECT - TREE(S)

Occurrence #4 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) 2,3

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. - 167 4/22/83 WEST MIFFLIN, PA A/C Reg. No. N1411L Time (Lc1) - 1332 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					0

-----Aircraft Information-----

Make/Model	- BEECH A-23	Eng Make/Model	- CONTINENTAL IO-346A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 165 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/009 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WEST MIFFLIN, PA</p> <p>Destination</p> <p>LATROBE, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</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>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 567	Last 24 Hrs - 0
SE LAND	Months Since - 21	Make/Model- 19	Last 30 Days- 1
	Aircraft Type - A-23	Instrument- 70	Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF AND A FORCED LANDING WAS MADE FROM 400 FT AGL TO A SLAG DUMP ABOUT 1 MILE SOUTH OF THE AIRPORT. THE RIGHT WING WAS SUBSTANTIALLY DAMAGED BY THE INITIAL IMPACT AS THE ACFT WAS TURNING RIGHT AT TOUCHDOWN. THE NOSE GEAR SEPARATED AS DID THE LEFT MAIN GEAR. THE PILOT WAS SERIOUSLY INJURED. THE PASSENGER WAS NOT INJURED. DURING PREFLIGHT THE PILOT NOTED THE LEFT TANK WAS ALMOST EMPTY AND THE RIGHT TANK CONTAINED ABOUT 15 GALLONS OF FUEL. THE TANK SELECTOR INDICATED THAT RIGHT TANK WAS BEING USED. AFTER THE ACCIDENT IT WAS DISCOVERED THAT THE SELECTOR WAS INSTALLED 90 DEGREES OUT OF PHASE. WHEN IT INDICATED RIGHT TANK IT WAS ON LEFT TANK. THE SELECTOR WOULD HAVE TO BE POSITIONED TO OFF TO USE FUEL FROM THE RIGHT TANK. THE ACFT HAD BEEN FLOWN 3 TIMES SINCE THE ANNUAL INSPECTION ABOUT ONE HALF HOUR EACH TIME AND ALWAYS WITH SELECTOR ON THE RIGHT TANK POSITION. IF LEFT TANK POSITION HAD BEEN USED THE ENGINE WOULD HAVE QUIT AS THIS WOULD HAVE BEEN OFF.

Brief of Accident (Continued)

File No. - 167

4/22/83

WEST MIFFLIN, PA

A/C Reg. No. N1411L

Time (Lc1) - 1332 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - IMPROPER
 2. FUEL SUPPLY - NOT CORRECTED - PILOT IN COMMAND
 3. REFUELING - NOT OBTAINED - PILOT IN COMMAND
 4. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 23 1/13/83 GREENVILLE, SC A/C Reg. No. N7737Y Time (Lcl) - 1414 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GREER, SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREENVILLE
Wind Dir/Speed- 040/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5393/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1396
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 53
		Instrument- 212
		Multi-Eng - 528
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDING GEAR COLLAPSED DURING LANDING ROLLOUT. THE PILOT STATED THAT HE RAISED THE GEAR INSTEAD OF THE FLAPS DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 23

1/13/83

GREENVILLE, SC

A/C Reg. No. N7737Y

Time (Lcl) - 1414 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 33 1/18/83 COLUMBIA, SC A/C Reg. No. N70872 Time (Lc1) - 1530 EST

-----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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
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

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/008 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARION, NC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

OWENS
Runway Ident - 25
Runway Lth/Wid - 3456/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 229
Make/Model- 130
Instrument- 6
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT ENTERED THE TRAFFIC TO LAND AT OWENS FIELD, AN UNCONTROLLED AIRPORT. HE STATED THAT THE WIND SOCK WAS LIMP DESPITE A WEATHER BRIEFING TO EXPECT NORTHWESTERLY WINDS AT 8 TO 20 KTS. HE STATED THAT HE HAD ALLOWED FOR STRONG WINDS BY HOLDING HIGHER THAN NORMAL AIRSPEED ON FINAL APPROACH. NEVERTHELESS, JUST BEFORE TOUCHDOWN, A WIND CONDITION WAS ENCOUNTERED THAT CAUSED THE PLANE TO DESCEND RAPIDLY DESPITE THE APPLICATION OF POWER. THE AIRCRAFT BOUNCED ABOUT 10 FT IN THE AIR. ON THE SECOND TOUCHDOWN, THE NOSE GEAR AND PROPELLER WAS DAMAGED. THE PILOT STATED THAT HE DID NOT GO AROUND BECAUSE OF THE WIND CONDITIONS AND OBSTACLES AT THE END OF THE RELATIVELY SHORT RUNWAY. THE PILOT OF ANOTHER AIRCRAFT LANDED SOON THEREAFTER AND REPORTEDLY ENCOUNTERED WIND SHEAR IN THE SAME AREA.

Brief of Accident (Continued)

File No. - 33

1/18/83

COLUMBIA, SC

A/C Reg. No. N70872

Time (Lc1) - 1530 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 66 2/12/83 HAMPTON, SC

A/C Reg. No. N40863

Time (Lcl) - 1845 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	1
Accident Occurred During	-LANDING				

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 110/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LANDRUM, SC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

HAMPTON-VARNVILLE
Runway Ident - 29
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1135	Last 24 Hrs - 0
Make/Model- 285	Last 30 Days- 0
Instrument- 4	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT MAIN LANDING GEAR OF THE AIRCRAFT COLLAPSED DURING A HARD LANDING. THE PILOT STATED THAT HE CLEARED TALL PINE TREES NORTH OF THE RUNWAY AT ABOUT 90 MHP (78 KTS). SHORTLY THEREAFTER THE AIRCRAFT STARTED TO SINK "REAL FAST". THE PILOT STATED THAT HE TRIED TO CORRECT THE SINK RATE BUT THE AIRCRAFT LANDED HARD COLLAPSING THE LEFT MAIN LANDING GEAR AND DAMAGING THE RIGHT MAIN AND NOSE GEARS.

Brief of Accident (Continued)

File No. - 66

2/12/83

HAMPTON, SC

A/C Reg. No. N40863

Time (Lc1) - 1845 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
 3. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 110 1/15/83 SISSETON, SD

A/C Reg. No. N9079B

Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

-----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 - 124 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - .125 SM

Lowest Sky/Clouds - 100 FT

Lowest Ceiling - 100 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

GRAND FORKS, ND

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SISSETON

Runway Ident - 34

Runway Lth/Wid - 2900/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 20

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 117

Make/Model- 40

Instrument- 2

Last 24 Hrs - 1

Last 30 Days- 9

Last 90 Days- 57

Rotorcraft - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED IN AN OPEN FIELD SHORTLY AFTER TAKEOFF IN ADVERSE WEATHER. THE PILOT WAS NOT INSTRUMENT RATED AND HAD RECEIVED WEATHER BRIEFINGS BY TELEPHONE FROM A FLIGHT SERVICE STATION. THE FORECAST WAS NOT FAVORABLE, BUT THE PILOT STATED "WELL I THINK I CAN GET OUT FROM UNDERNEATH IT WITH A HELICOPTER, NO PROBLEM." THE PILOT TOOK OFF WHILE SEVERAL WITNESSES WATCHED. ONE WITNESS OBSERVED HIM WIPE CONDENSATION OFF THE INSIDE OF THE PLEXIGLASS TWICE PRIOR TO DEPARTURE. AFTER TAKEOFF, WHICH THE AIRPORT MANAGER THOUGHT WOULD BE POSTPONED FOR WEATHER, THE HELICOPTER DISAPPEARED IN THE FOG AT A DISTANCE OF ABOUT ONE HALF MILE AND ALTITUDE OF 200 FT. THE WITNESSES HEARD THE AIRCRAFT NOISE CHANGE FROM NORTHWEST TO NORTHEAST WHICH PUZZLED THEM. NO ONE HEARD THE SOUNDS OF THE ACFT IMPACT. THE WRECKAGE WAS FOUND ABOUT ONE AND ONE-HALF MILES NORTHEAST OF THE AIRPORT BY A FARMER, APRX TWO HOURS AFTER DEPARTURE.

Brief of Accident (Continued)

File No. - 110

1/15/83

SISSETON, SD

A/C Reg. No. N9079B

Time (Lcl) - 0900 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594.

Brief of Accident

File No. - 191 2/17/83 MADISON,SD

A/C Reg. No. N737EF

Time (Lc1) - 2050 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	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-26T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10062
No. of Seats - 5

Eng Make/Model - P & W PT6A-26
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - UNK/NR

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 2500 FT
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PIERRE,SD
Destination
MADISON,SD

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

MADISON
Runway Ident - 32
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 805
Last 24 Hrs - UNK/NR
Make/Model- 297
Last 30 Days- UNK/NR
Instrument- 95
Last 90 Days- UNK/NR
Multi-Eng - 305

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A SNOWBANK 10 FEET BEYOND THE THRESHOLD DURING LANDING. AFTER THE ACCIDENT THE PILOT REPORTED THAT DURING THE FINAL APPROACH TO A LANDING ON RUNWAY 32, THE LEFT MAIN LANDING GEAR CONTACTED A 2 FOOT HIGH SNOWBANK JUST BEYOND THE THRESHOLD LIGHTS. THE SCISSORS ASSEMBLY OF THE LEFT MAIN GEAR WAS BROKEN AND ALLOWED THE WHEEL TO ROTATE 360 DEGREES ON THE AXIS OF THE STRUT. DIRECTIONAL CONTROL WAS MAINTAINED AND THE ACFT REMAINED ON THE RUNWAY. AT FIRST DAMAGE WAS THOUGHT TO BE MINIMAL. AFTER FURTHER INSPECTION FOR REPAIRS TO THE STRUCTURE THE DAMAGE WAS FOUND TO BE SUBSTANTIAL.

Brief of Accident (Continued)

File No. - 191

2/17/83

MADISON,SD

A/C Reg. No. N737EF

Time (Lc1) - 2050 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - CRACKED
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) 2,4

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. - 179 1/31/83 DYERSBURG, TN A/C Reg. No. N9069N Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	DYERSBURG, TN	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DYERSBURG
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2061
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 15
		Instrument- 550
		Multi-Eng - 350
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER CRASHED SHORTLY AFTER TAKEOFF ON A SOLO TRAINING FLIGHT. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT WAS UNINJURED. THE PILOT LOST DIRECTIONAL CONTROL AT LIFTOFF AND STARTED DRIFTING TOWARD PARKED ACFT. HE ATTEMPTED TO GO OVER THEM BUT IN DOING SO THE RPM DECAYED TO A POINT AT WHICH FLIGHT BECAME IMPOSSIBLE. THE ACFT COLLIDED WITH THE TERRAIN IN AN UNCONTROLLED DESCENT.

Brief of Accident (Continued)

File No. - 179

1/31/83

DYERSBURG, TN

A/C Reg. No. N9069N

Time (Lc1) - 1630 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 90 2/06/83 ST. JOSEPH, TN A/C Reg. No. N54244 Time (Lcl) - 0700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation -BUSINESS		Crew 0	0	0	1
Flight Conducted Under -OTHER	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	CIRCLE E
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 31
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 500 FT	Type Apch/Lndg -	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT OVERRAN THE END OF THE RUNWAY DURING A NIGHT LANDING IN IMC WEATHER. THE RUNWAY WAS A PRIVATE DIRT STRIP. FLIGHT PURPOSE IS NOT KNOWN BUT IT IS SUSPECTED IT WAS A DRUG SMUGGLING FLIGHT. THE AIRCRAFT LANDED LONG ON THE 2400 FOOT STRIP AND WENT OFF THE END ACROSS A ROAD, THROUGH A FENCE AND INTO SMALL PINE TREES BEFORE STOPPING 1200 FEET FROM THE END OF THE RUNWAY. THREE MEN IN TWO VEHICLES FOLLOWED THE AIRCRAFT AND HELPED THE PILOT UNLOAD SEVERAL SMALL BROWN PACKAGES BEFORE ALL OF THEM ABANDONED THE AIRCRAFT. THE OWNER IN FLORIDA CLAIMED THE AIRCRAFT WAS STOLEN TWO DAYS PRIOR TO ACCIDENT FROM A LOCKED HANGER. NEITHER THE HANGER NOR THE AIRCRAFT SHOWED ANY SIGNS OF FORCED ENTRY. ALSO THE AIRCRAFT HAD SOPHISTICATED EQUIPMENT ON BOARD WHICH WOULD HAVE TAKEN 5 DAYS TO INSTALL. THE OWNER CLAIMED NO KNOWLEDGE OF THE EQUIPMENT.

Brief of Accident (Continued)

File No. - 90

2/06/83

ST. JOSEPH, TN

A/C Reg. No. N54244

Time (Lcl) - 0700 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - WET
5. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - FENCE
10. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 166 2/24/83 DAYTON, TN A/C Reg. No. N123SM Time (Lcl) - 0700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-EXECUTIVE/CORPORATE	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 421	Eng Make/Model	- CONTINENTAL GTS10-520D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 375 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 190/005 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 1600 FT</p> <p>Lowest Ceiling - 1600 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>KNOXVILLE, TN</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - RNAV</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>MARK ANTON</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4330</p> <p>Make/Model- 300</p> <p>Instrument- 359</p> <p>Multi-Eng - 1650</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 105</p>
------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 421 COLLIDED WITH TREES DURING THE LANDING APPROACH WHILE ON A CORPORATE FLIGHT. THE WEATHER WAS IMC AT THE ACCIDENT SITE AND THE ACFT WAS ON AN IFR FLIGHT PLAN. THE ACFT WAS SUBSTANTIALLY DAMAGED BUT THE PILOT WAS NOT INJURED. THE ACFT CONTACTED TREES 5 MILES NORTH OF THE AIRPORT. THE ACCIDENT OCCURRED DURING AN RNAV APPROACH TO RUNWAY 21 AT MARK ANTON FIELD, DAYTON, TN. THE PILOT STATED THAT AT WHAT HE THOUGHT TO BE THE FINAL APPROACH FIX A DESCENT WAS BEGUN FROM 2300 FT TO 1520 FT. AT 2000 FT COLLISION WITH TREES OCCURRED, (ON THE 170 DEGREE RADIAL 12 NM FROM THE HINCH MOUNTAIN VOR). A MISSED APPROACH WAS EXECUTED AND THE ACFT WAS FLOWN TO KNOXVILLE. NO MALFUNCTIONS WERE FOUND IN THE RNAV SYSTEM. THE PILOT SAID HE COULD HAVE "MISSED KEYING IN" THE APPROPRIATE WAYPOINT.

Brief of Accident (Continued)

File No. - 166

2/24/83

DAYTON, TN

A/C Reg. No. N123SM

Time (Lcl) - 0700 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
3. INSTRUMENT APPROACH PROCEDURE - INCORRECT

-----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. - 135 9/01/83 HOUSTON, TX

A/C Reg. No. N1599S

Time (Lcl) - 1415 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 95-A55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed - 070/003 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ORANGE, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ANDRAU AIRPARK
Runway Ident - 34
Runway Lth/Wid - 4750/ 50
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - MERLIN

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF THE ACFT LOST POWER ON THE RIGHT ENG & THE ACFT PULLED UP STEEPLY, ROLLED TO THE RIGHT & IMPACTED IN AN INVERTED POSITION. TEARDOWN OF THE RIGHT ENG DID NOT REVEAL ANY PREIMPACT FAILURE OR MALFUNCTION. THE L & R ENG FUEL SELECTORS WERE FOUND POSITIONED TO THE AUX TANKS. THE ELEVATOR TRIM WAS SET TO A NOSE-UP SETTING.

Brief of Accident (Continued)

File No. - 135

9/01/83

HOUSTON, TX

A/C Reg. No. N1599S

Time (Lc1) - 1415 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ELEVATOR TRIM - IMPROPER - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 124 1/08/83 MISSING ACFT,UN A/C Reg. No. N8807R Time (Lc1) - UNK/NR

-----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	ON GROUND	1	0	0	0
Accident Occurred During	-UNKNOWN	Crew				
		Pass				

-----Aircraft Information-----

Make/Model	- BELLANCA 14-19-3	Eng Make/Model	- CONTINENTAL IO-470-F	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">YAKIMA,WA</p> <p>Destination</p> <p style="padding-left: 20px;">LONG BEACH,CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----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 - 59</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 -</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 1500</p> <p style="padding-left: 40px;">Make/Model- UNK/NR</p> <p style="padding-left: 40px;">Instrument- UNK/NR</p> <p style="padding-left: 40px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 40px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 40px;">Rotorcraft - UNK/NR</p>
-----------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED YAKIMA, WA FOR LONG BEACH, CA ON 1/8/83 AND FAILED TO ARRIVE AT THE DESTINATION. IT WAS DECLARED MISSING ON 1/10/83. SEARCH WAS SUSPENDED ON 1/15/83 AND THE AIRCRAFT WAS PRESUMED TO HAVE CRASHED WITH FATAL INJURIES TO THE OCCUPANTS. YAKIMA TOWER ADVISED THE PILOT AT DEPARTURE THAT SIGMETS FOR SEVERE TURBULENCE AND ICING IN CLOUDS WERE IN EFFECT ALONG THE ROUTE TO LONG BEACH AND RECOMMENDED THAT THE PILOT CONTACT SEATTLE FLIGHT WATCH FOR DETAILS. THERE IS NO RECORD OF PILOT CONTACT WITH SEATTLE AND THERE IS NO RECORD OF A WEATHER BRIEFING FOR THE PILOT DURING PREFLIGHT. THERE IS NO RECORD OF FURTHER RADIO CONTACT WITH N8807R AFTER DEPARTURE FROM YAKIMA.

Brief of Accident (Continued)

File No. - 124

1/08/83

MISSING ACFT,UN

A/C Reg. No. N8807R

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. - 116 1/02/83 VERNAL,UT A/C Reg. No. N6732B Time (Lc1) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VERNAL,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ENGLEWOOD,CO	VERNAL MUNI.
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6605/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) -	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 257
SE LAND	Months Since - 9	Make/Model- 4
	Aircraft Type - 172	Instrument- 40
		Multi-Eng - 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT MADE AN EMERGENCY OFF-AIRPORT WHEELS-UP LANDING SHORTLY AFTER TAKEOFF. THE PILOT SAID ALL OF THE PRE-FLIGHT, BEFORE TAKEOFF AND TAKEOFF CHECKS WERE NORMAL. SHORTLY AFTER TAKEOFF, THE AIRCRAFT STARTED TO LOSE AIRSPEED. ALL CONTROLS WERE CHECKED AS THE NOSE WAS LOWERED TO MAINTAIN AIRSPEED. THE PILOT LATER SAID HE DID NOT CHECK OR DOES NOT REMEMBER WHAT THE FUEL FLOW OR MANIFOLD PRESSURE WERE. NO MENTION WAS MADE OF RPM OR CARBURETOR HEAT AT ANY TIME. SINCE THE AIRSPEED CONTINUED TO FALL THE PILOT LOWERED PARTIAL FLAPS AND LANDED STRAIGHT AHEAD IN AN OPEN FIELD. A FENCE WAS PENETRATED DURING THE GROUND SLIDE OF ABOUT 75 YARDS. THE ENGINE RAN FINE ON A POST-ACCIDENT CHECK. NO MALFUNCTIONS COULD BE FOUND. THE PILOT WAS QUESTIONED ABOUT BEFORE TAKEOFF PROCEDURES AND HE SAID HE SET THE MIXTURE AT 1700 RPM. THE OWNERS MANUAL SAYS THE MIXTURE SHOULD BE SET, BUT DOES NOT SAY WHAT POWER SETTING TO USE. ACCORDING TO A BEECHCRAFT SPOKESMAN THE MIXTURE SHOULD BE SET AT FULL POWER. THE PLT SAID ALL FROST REMOVED BEFORE TAKEOFF. DENSITY ALT 2911 FT.

Brief of Accident (Continued)

File No. - 116

1/02/83

VERNAL,UT

A/C Reg. No. N6732B

Time (Lc1) - 1530 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

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. - 29 1/19/83 MT.PLEASANT,UT A/C Reg. No. N9672P Time (Lcl) - 1045 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SALT LAKE CITY,UT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MT PLEASANT,UT	MT. PLEASANT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4260/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - 1306
SE LAND	Months Since - 11	Make/Model- 709
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE DEPARTING SALT LAKE CITY, UT, THE PILOT OBTAINED INFORMATION ABOUT THE WEATHER AND DESTINATION AIRPORT AT MT PLEASANT, UT. THE WEATHER WAS REPORTED VFR AND THE MT. PLEASANT MUNICIPAL AIRPORT WAS REPORTED OPEN. DURING ARRIVAL, THE PILOT OBSERVED FURROWS OF PLOWED SNOW ON BOTH SIDES OF THE RUNWAY AND SAW WHAT HE THOUGHT WAS A LIGHT COVERING OF NEW SNOW ON THE FURROWS AND RUNWAY. HOWEVER, THE SNOW ON THE RUNWAY WAS 6 INCHES THICK AND COVERED WITH A CRUST OF ICE. THE PILOT ELECTED TO LAND. AFTER TOUCHDOWN, THE PLANE CONTINUED NORMALLY FOR 75 TO 100 FT, THEN THE MAIN WHEELS BROKE THROUGH THE CRUST AND THE AIRCRAFT NOSED OVER. AN INVESTIGATION REVEALED THAT THE AIRPORT WAS UNMANAGED AND NO OFFICIAL OPERATIONS WERE CONDUCTED THERE DURING THE WINTER MONTHS. THEREFORE, NO NOTICE OF THE FIELD CONDITION WAS GIVEN TO THE FSS. SINCE THE FSS WAS UNAWARE OF THE EXTENT OF THE SNOW COVERING, NO NOTAM WAS ISSUED.

Brief of Accident (Continued)

File No. - 29

1/19/83

MT.PLEASANT,UT

A/C Reg. No. N9672P

Time (Lcl) - 1045 MST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
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. - 8 2/21/83 PULASKI,VA A/C Reg. No. N9264J Time (Lcl) - 1915 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BLACKSBURG,VA
Destination
HILLSVILLE,VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TWIN
Runway Ident - 35
Runway Lth/Wid - 3400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 944 Last 24 Hrs - 4
Make/Model- 100 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TREES DURING A FORCED LANDING AFTER FUEL EXHAUSTION ON THE FINAL LEG OF A CROSS-COUNTRY. THE PILOT MADE 5 ENROUTE STOPS AND NO REFUELING WAS PERFORMED AT ANY POINT DURING THOSE STOPS. DEPARTING THE LAST STOP THE PILOT ESTIMATED 45 MINUTES OF FUEL REMAINED. THE ENGINE STOPPED AT AN ALTITUDE OF 4500 FEET ABOUT 9 MILES FROM DESTINATION. AFTER THE ACCIDENT THE OWNER FOUND 6 OUNCES OF FUEL IN ONE TANK AND NONE IN THE OTHER TANK. THE CARBURETOR BOWL HAD ONE AND ONE-HALF OUNCES OF FUEL IN IT.

Brief of Accident (Continued)

File No. - 8

2/21/83

PULASKI, VA

A/C Reg. No. N9264J

Time (Lcl) - 1915 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - 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 - 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. - 76 3/12/83 FORT BELVOIR, VA A/C Reg. No. N42587 Time (Lcl) - 1354 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -TAXI			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182L	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
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	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BLACKSBURG, VA	
Wind Dir/Speed- 300/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .100 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 778
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - 182L	Make/Model- 723
		Instrument- 102
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING TAXIED TO THE RUNWAY FOR TAKEOFF WHEN IT WAS OVERTURNED BY THE WIND. LOCAL WEATHER STATION HAD ISSUED A "POINT WARNING" OF WINDS AT 25 KTS, GUSTING TO 35 KTS. THE AIRCRAFT WAS TAXIED FROM ITS PROTECTED PLACE BEHIND A HANGAR TO AN UNPROTECTED AREA WHERE THE WIND BLEW IT UP ON THE RIGHT WING AND PROP UNTIL IT NOSED OVER.

Brief of Accident (Continued)

File No. - 76

3/12/83

FORT BELVOIR, VA

A/C Reg. No. N42587

Time (Lc1) - 1354 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - HIGH WIND
3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 194 4/04/83 WILLIAMSBURG, VA A/C Reg. No. N98362 Time (Lcl) - 1615 EST

-----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 - 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

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 280/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WEST POINT, VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WILLIAMSBURG
Runway Ident - 31
Runway Lth/Wid - 3215/ 60
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 - 91
Last 24 Hrs - 1
Make/Model- 33
Last 30 Days- UNK/NR
Instrument- 2
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT RAN OFF THE RUNWAY AFTER AN ABORTED TAKEOFF. THE PILOT STATED THAT HE ELECTED TO ABORT THE TAKEOFF ABOUT HALF WAY DOWN THE RUNWAY AFTER FAILING TO OBTAIN AN AIRSPEED INDICATION SUFFICIENT FOR TAKEOFF. AFTER CUTTING THE POWER AND LOWERING THE NOSE WHEEL THE AIRCRAFT SWERVED OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A DITCH. THE PILOT SUBSEQUENTLY SAW THAT THE PITOT COVER WAS STILL ON THE PITOT TUBE.

Brief of Accident (Continued)

File No. - 194

4/04/83

WILLIAMSBURG,VA

A/C Reg. No. N98362

Time (Lcl) - 1615 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. PITOT/STATIC SYSTEM - NOT REMOVED
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - 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 TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 120 1/07/83 NEAR YAKIMA,WA A/C Reg. No. N292WA Time (Lcl) - 2010 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries
Name of Carrier -WESTERN AIRLINES, INC.	NONE		Fatal Serious Minor None
Type of Operation -SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0 0 0 7
Flight Conducted Under -14 CFR 121	NONE	Pass	0 1 0 29
Accident Occurred During -CLIMB			

-----Aircraft Information-----

Make/Model - BOEING 727	Eng Make/Model - P & W JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 191500	Engine Type - TURBOFAN	
No. of Seats - 145	Rated Power - 15500 LBS THRUST	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SEATTLE,WA</p> <p>Destination SALT LAKE CITY,UT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - SPECIAL IFR</p> <p>Type Apch/Lndg - UNK/NR</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>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>ME LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - 727-200</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 19704</p> <p>Make/Model- 7064</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
-----------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CLIMB TO CRUISE, ONE PASSENGER WAS INJURED WHEN TURBULENCE WAS ENCOUNTERED AT ABOUT 20,500 FT MSL. THE INJURED PASSENGER WAS A 73 YEAR OLD MALE, A RETIRED PRIEST AND THE ONLY PASSENGER NOT SEATED AND WEARING A SEATBELT. AS HE EXITED THE RESTROOM, THE TURBULENCE WAS SEVERE ENOUGH TO BREAK BOTH ANKLES. THE FLIGHT RETURNED TO SEATTLE AND THE INJURED PASSENGER WAS DEPLANNED AND HOSPITALIZED.

Brief of Accident (Continued)

File No. - 120

1/07/83

NEAR YAKIMA, WA

A/C Reg. No. N292WA

Time (Lc1) - 2010 PST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. 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) 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. - 25 1/28/83 YAKIMA,WA A/C Reg. No. N22824 Time (Lcl) - 2105 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BELLEVUE,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KENNEWICK,WA	Runway Ident - N/A
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 61
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - 150	Make/Model- 45
		Instrument- 3
		Last 30 Days- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LOST POWER DURING NIGHT CROSS-COUNTRY AND WAS LANDED ON A HIGHWAY. DURING LANDING THE AIRCRAFT COLLIDED WITH A PICKUP TRUCK A TREE AND A FENCE. THE AIRCRAFT HAD RUN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 25

1/28/83

YAKIMA,WA

A/C Reg. No. N22824

Time (Lcl) - 2105 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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)

5. OBJECT - VEHICLE
6. OBJECT - TREE(S)
7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 117 1/30/83 MESA, WA A/C Reg. No. N66762 Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	PASCO, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DORMAN FIELD
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 25
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2183
SE LAND,ME LAND	Months Since - 5	Make/Model- 525
	Aircraft Type - 76	Instrument- 154
		Multi-Eng - 125
		Last 24 Hrs - 6
		Last 30 Days- 32
		Last 90 Days- 109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SHORT/SOFT FIELD LANDING, THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER. THE INSTRUCTOR WAS DEMONSTRATING THE LANDING AT A PRIVATE AIRSTRIP. HE REPORTED THAT UPON TOUCHDOWN, THE AIRCRAFT ROLLED ABOUT 50 FEET, THEN THE NOSE GEAR DUG IN AND THE AIRCRAFT NOSED OVER, COMING TO REST INVERTED. THE SURFACE OF THE PRIVATE STRIP WAS SOFT AND ROUGH WITH HOLES 4 TO 6 INCHES DEEP.

Brief of Accident (Continued)

File No. - 117

1/30/83

MESA,WA

A/C Reg. No. N66762

Time (Lc1) - 1230 PST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 118 1/31/83 WINTHROP, WA A/C Reg. No. N52243 Time (Lc1) - 0956 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL OBSERVATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/010 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - 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 OMAK, WA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING</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>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 88
SE LAND	Months Since - UNK/NR	Make/Model- 17
	Aircraft Type - 172	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS CRASH-LANDED IN THE SNOW AFTER THE PILOT FLEW INTO A BOX CANYON. THE PILOT WAS FOLLOWING A HIGHWAY OVER SNOW COVERED TERRAIN AND TOOK A WRONG TURN. BY THE TIME THE ERROR WAS REALIZED, IT WAS TOO LATE TO REVERSE COURSE OR CLIMB OUT. A FORCED LANDING WAS EXECUTED INTO A SNOW FIELD.

Brief of Accident (Continued)

File No. - 118

1/31/83

WINTHROP, WA

A/C Reg. No. N52243

Time (Lcl) - 0956 PST

Occurrence #1 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. TERRAIN CONDITION - RISING
 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 6. PROPER CLIMB RATE - NOT POSSIBLE - 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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 145 2/04/83 NEAR ASOTIN,WA A/C Reg. No. N51599 Time (Lcl) - 0945 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	1	0	0
Type of Operation -BUSINESS	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - MAULE M-5-220C	Eng Make/Model - FRANKLIN 6A-350-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BURNS,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PULLMAN,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance -	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 4	Make/Model- 650
	Aircraft Type - M5220C	Instrument- 55
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING IN THE VICINITY OF THE SNAKE RIVER, THE ENGINE LOST POWER. EMERGENCY LANDING AREAS WERE LIMITED. THE PLT ELECTED TO LAND ON A ROAD NEAR THE RIVER. WHILE IN A RIGHT TURN TO LINE UP WITH THE ROAD, THE ACFT COLLIDED WITH A SINGLE POWER LINE, THEN CRASHED. AN INVESTIGATION REVEALED THAT TE #5 PISTON PIN, PN 17658, HAD FAILED. THE AFT PISTON PIN BOSS HAD FAILED, WHICH PERMITTED THE FREE END OF THE CONNECTING ROD TO DAMAGE THE #5 CYLINDER AND THE CRANKCASE IN THE VICINITY OF THE #5 AND #6 CRANKSHAFT THROWS. TOTAL FLT TIME OF THE ENGINE WAS 699.5 HRS.

Brief of Accident (Continued)

File No. - 145

2/04/83

NEAR ASOTIN, WA

A/C Reg. No. N51599

Time (Lc1) - 0945 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. OBJECT - WIRE, TRANSMISSION(MARKED)

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. - 129 2/05/83 SEATTLE, WA

A/C Reg. No. N2859M

Time (Lcl) - 0701 PST

-----Basic Information-----

Type Operating Certificate - COMMUTER	Aircraft Damage		Injuries	
Name of Carrier - AIRPAC AIRLINES	SUBSTANTIAL		Fatal	Serious
Type of Operation - SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	0
Accident Occurred During - TAXI				Minor
				None
				1
				0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data:	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SEATTLE, WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PASCO, WA	BOEING FIELD
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2181
SE LAND, ME LAND, SE SEA	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - PA34200	Make/Model - 320
		Last 30 Days - 59
		Instrument - 206
		Last 90 Days - 207
		Multi-Eng - 448

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH ANOTHER PARKED AIRCRAFT WHILE TAXIING TO TAKEOFF. THE TIME WAS DAWN AND THE TAXIWAY LIGHTS WERE ON. THE TAXIING PILOT ALLOWED HIS AIRCRAFT TO STRAY AND COLLIDED WITH A PARKED PA-34. BOTH AIRCRAFT WERE DAMAGED SUBSTANTIALLY. THE PARKED AIRCRAFT WAS ABOUT 10 FEET CLOSER TO THE TAXIWAY THAN NORMAL BECAUSE OF CONGESTION. THE PILOT ALSO REPORTED CONDENSATION ON THE COCKPIT WINDOWS.

Brief of Accident (Continued)

File No. - 129

2/05/83

SEATTLE,WA

A/C Reg. No. N2859M

Time (Lc1) - 0701 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DAWN
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. AIRPORT FACILITIES, TAXIWAY CONDITION - CONGESTED
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. OBJECT - AIRCRAFT PARKED
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 106 2/11/83 NEAR KENT, WA A/C Reg. No. N25320 Time (Lc1) - 1730 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 6500 FT</p> <p>Lowest Ceiling - 6500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>KENT, WA</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 - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>CREST AIRPORT</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3053</p> <p>Make/Model- 852</p> <p>Instrument- 111</p> <p>Multi-Eng - 372</p>	<p>Last 24 Hrs - 20</p> <p>Last 30 Days- 14</p> <p>Last 90 Days- 2</p>
------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR AND STUDENT ENCOUNTERED EXTREME TURBULENCE DURING A CLIMB TO 2000 FEET SO THE TOOK THE CONTROLS AND THE RETARDED POWER TO LOWER SPEED AND LOSE ALTITUDE. DESCENT WAS MADE FROM 1800 FEET TO 1300 FEET BEFORE THE THROTTLE WAS ADVANCED AND WHEN IT WAS THERE WAS NO ENGINE RESPONSE. A LANDING WAS ATTEMPTED ON A HIGHWAY WHEN THE ENGINE FAILED TO RESTART. DURING THE LANDING THE RIGHT WING STRUCK A SIGN WHILE THE PILOT MANEUVERED TO AVOID TRAFFIC. DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT WENT THROUGH A SERIES OF YAWING, SLIDING MANEUVERS UNTIL IT STOPPED ON THE SHOULDER OF HIGHWAY 18. AN EXAMINATION OF THE ENGINE DISCLOSED NO PREIMPACT MALFUNCTION OR FAILURE. THE ENGINE WAS SUBSEQUENTLY STARTED AND IT IDLED SATISFACTORILY.

Brief of Accident (Continued)

File No. - 106

2/11/83

NEAR KENT,WA

A/C Reg. No. N25320

Time (Lc1) - 1730 PST

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - TURBULENCE,CLEAR AIR
3. WEATHER CONDITION - RAIN

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 - VEHICLE
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. OBJECT - UTILITY POLE

-----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. - 161 3/02/83 MOSES LAKE, WA A/C Reg. No. N89050 Time (Lcl) - 1740 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	1	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-85-12-F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
- SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 340/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 30
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 974
Make/Model- 300
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT ORIGINATED AT THE PILOTS PRIVATE FARM STRIP. THE PILOT STATED THAT DURING THE FLIGHT THE ENGINE "SPUTTERED AND DIED". DURING A POWER OFF LANDING ATTEMPT THE PASSENGER GRABBED THE CONTROLS ACCORDING TO THE PILOT. THE PILOT SAID HE FOUGHT FOR CONTROL OF THE ACFT UNTIL HE BROKE HIS CONTROL WHEEL BUT COULD NOT REGAIN CONTROL BEFORE IMPACT WITH THE GROUND. THE TERRAIN AT THE ACCIDENT SITE WAS IDEAL FOR A LANDING AREA. THE FIELD WAS FLAT DRY AND HARD. NO REASON WAS FOUND FOR THE ENGINE STOPPAGE.

Brief of Accident (Continued)

File No. - 161

3/02/83

MOSES LAKE, WA

A/C Reg. No. N89050

Time (Lcl) - 1740 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 18 3/07/83 NEAR BREMERTON, WA A/C Reg. No. N10068 Time (Lc1) - 1100 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA C-150L	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 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- 190/010 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 600 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ARLINGTON, WA</p> <p>Destination</p> <p>BREMERTON, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>LEISURELAND AIRPARK</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 2400/ 80</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - WET</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 21	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED ON A WET MUDDY AIRSTRIP AND LOST DIRECTIONAL CONTROL DURING ROLLOUT. THE AIRCRAFT COLLIDED WITH AN ABANDONED AUTO PARKED OFF THE SIDE OF THE RUNWAY. THE PILOT REPORTED THE FIELD WAS WET/MUDDY AND THAT AN UNEXPECTED TAILWIND INCREASED HIS LANDING SPEED.

Brief of Accident (Continued)

File No. - 18

3/07/83

NEAR BREMERTON, WA

A/C Reg. No. N10068

Time (Lc1) - 1100 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
2. TERRAIN CONDITION - SOFT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - VEHICLE

-----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. - 151 3/16/83 TOPPENISH,WA A/C Reg. No. N6674Q Time (Lcl) - 1300 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 - GRUMMAN 164B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - CONTINENTAL R-975
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 525 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

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,SE SEA

Age - 31

Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - G-164B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 5565	Last 24 Hrs - 8
Make/Model-	1400	Last 30 Days- UNK/NR
Instrument-	200	Last 90 Days- 10
Multi-Eng -	1225	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT NOSED OVER IN A DITCH DURING A LANDING ON A GRAVEL ROAD AFTER AN AERIAL APPLICATION FLIGHT. THE PILOT SAID THAT HE LOST DIRECTIONAL CONTROL DURING LANDING ROLLOUT AND ONE MAIN GEAR WENT INTO A DITCH. THE AIRCRAFT THEN NOSED OVER AND CAME TO REST INVERTED. THE PILOT REPORTED THE WINDS WERE SHIFTING DIRECTION AND CHANGING VELOCITY ALL DAY.

Brief of Accident (Continued)

File No. - 151

3/16/83

TOPPENISH, WA

A/C Reg. No. N6674Q

Time (Lc1) - 1300 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 126 3/20/83 BREMERTON,WA

A/C Reg. No. N3355J

Time (Lcl) - 1802 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 290/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OCEAN SHORES,WA
Destination
BREMERTON,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

KITSAP
Runway Ident - 01
Runway Lth/Wid - 4992/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----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-WAIVERS/LIMIT
Flight Time (Hours)
Total - 100
Make/Model- 74
Instrument- 4
Last 24 Hrs - 4
Last 30 Days- 8
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TREE STUMP DURING A FORCED LANDING AFTER THE ENGINE QUIT DURING ENTRY INTO THE TRAFFIC PATTERN. WHEN THE ENGINE STOPPED THE PILOT FELT HE COULD NOT MAKE THE AIRPORT AND CHOSE A FIELD TO LAND IN TO AVOID TREES ON THE FINAL APPROACH TO THE AIRPORT. DURING THE LANDING ROLLOUT, THE ACFT HIT A TREE STUMP AND NOSED OVER. INVESTIGATION SHOWED THE RIGHT FUEL TANK WAS EMPTY AND THE LEFT TANK CONTAINED ABOUT ONE GALLON OF FUEL. THE PILOT SAID HE THOUGHT THE ACFT HAD LONG RANGE FUEL TANKS. THOSE TANKS PROVIDE ABOUT 12 MORE GALLONS OF FUEL. THEY WERE NOT INSTALLED IN THIS ACFT. THE ACCIDENT ACFT HAD FLOWN ABOUT 4 HOURS AFTER IT WAS RETURNED.

Brief of Accident (Continued)

File No. - 126

3/20/83

BREMERTON,WA

A/C Reg. No. N3355J

Time (Lc1) - 1802 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 192 3/20/83 TELMA, WA A/C Reg. No. N738QA Time (Lc1) - 1500 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----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		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/008 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TELMA, WA</p> <p>Destination</p> <p>SEATTLE, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>WENATCHEE STATE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2500/ 250</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SNOW - WET</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 314
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 150
		Instrument- 40
		Last 30 Days- 10
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH DEEP UNPLOWED SNOW ON THE RUNWAY DURING TAKEOFF AND NOSED OVER. THE PILOT STATED THAT HE HAD LANDED ON FROZEN SNOW BUT WHEN HE RETURNED TO TAKEOFF THE SNOW WAS SOFT. HE HAD A 1200 FT LONG PORTION OF THE RUNWAY CLEARED BUT IT WAS ABOUT 10 FT TOO SHORT. JUST PRIOR TO ROTATION THE NOSE WHEEL CAUGHT THE DEEPER SNOW AT THE END OF THE PLOWED PORTION OF RUNWAY AND NOSED OVER. THE PILOT DID NOT USE FLAPS.

Brief of Accident (Continued)

File No. - 192

3/20/83

TELMA,WA

A/C Reg. No. N738QA

Time (Lcl) - 1500 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 168 3/26/83 WAVERLY, WA A/C Reg. No. N8809A Time (Lc1) - 1630 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - EAGLE AIRCRAFT DW-1	Eng Make/Model - LYCOMING IO-540-M1BD5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 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/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SPANGLE, WA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 45 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours). Total - 3250 Last 24 Hrs - 6 Make/Model- 220 Last 30 Days- 42 Instrument- 22 Last 90 Days- 75
-----------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON AN AERIAL APPLICATION MISSION SPRAYING DRY FERTILIZER ON AN UPSLOPE WHEN HE ENCOUNTERED A DOWNDRAFT. HE TURNED DOWNSLOPE AS THE ACFT SETTLED BUT WAS UNABLE TO PREVENT GROUND CONTACT. THE ACFT CONTACTED THE SOFT TERRAIN AND NOSED OVER TO AN INVERTED POSITION. THE WINDS WERE 10 TO 15 KTS WITH HIGHER GUSTS. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 168

3/26/83

WAVERLY,WA

A/C Reg. No. N8809A

Time (Lc1) - 1630 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 138 3/31/83 VANCOUVER,WA

A/C Reg. No. N91336

Time (Lcl) - 1510 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew

Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32-112

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/006 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 7500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

PEARSON

Runway Ident - 26

Runway Lth/Wid - 3200/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1300

Make/Model- 75

Instrument- 180

Multi-Eng - 34

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 90

Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE INSTRUCTOR (CFI), THE STUDENT WAS APPROACHING THE RWY AT 60 KTS WITH THE POWER REDUCED WHEN HE CHOPPED THE POWER & FLARED AT APRX 10 TO 15 FT AGL. THE RIGHT WING DROPPED & THE ACFT LANDED HARD BEFORE THE CFI CORRECTED THE SITUATION. THE RIGHT WING SPAR, NOSE GEAR, TAIL CONE, RIGHT WING SKIN & RIGHT AILERON WERE DAMAGED.

Brief of Accident (Continued)

File No. - 138

3/31/83

VANCOUVER,WA

A/C Reg. No. N91336

Time (Lc1) - 1510 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 62 4/01/83 PASCO,WA

A/C Reg. No. N73865

Time (Lcl) - 0930 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI
Type of Operation -REPOSITION
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - EL TOMCAT MKIII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2790
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V350-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 18000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

PASCO
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 340

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10472
Make/Model- 4
Instrument- 218
Multi-Eng - 522
Last 24 Hrs - UNK/NR
Last 30 Days- 20
Last 90 Days- 34
Rotorcraft - 256

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE REPOSITIONING THE HELICOPTER FROM THE GROUND ONTO A TRAILER THE ACFT ROLLED OVER WHEN THE RIGHT SKID CAUGHT ONTO THE TRAILER.

Brief of Accident (Continued)

File No. - 62

4/01/83

PASCO,WA

A/C Reg. No. N73865

Time (Lc1) - 0930 PST

Occurrence

ROLL OVER

Phase of Operation

TAXI - AERIAL

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594.

Brief of Accident

File No. - 92 4/01/83 EVERETT, WA A/C Reg. No. N44025 Time (Lcl) - 0630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - 9000 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

PAINE FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 450
Make/Model- 200
Instrument- 46
Multi-Eng - 6
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT COLLIDED WITH A PARKED AIRCRAFT WHILE TAXIING FOR TAKEOFF. THE WEATHER WAS VMC AND THE TAXIWAYS WERE CLEAR. THE PILOT SAID THE RIGHT WING OF HIS AIRCRAFT STRUCK THE LEFT WING OF THE PARKED AIRCRAFT AND THE MOVING AIRCRAFT SWUNG AROUND INTO THE OTHER CRAFT. BOTH AIRCRAFT WERE DAMAGED BUT THE PILOT WAS NOT INJURED. THE PILOT DIVERTED HIS ATTENTION FROM TAXIING TO SET HIS ALTIMETER AND RADIO WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 92

4/01/83

EVERETT,WA

A/C Reg. No. N44025

Time (Lc1) - 0630 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 103 4/02/83 CAMANO ISLAND, WA A/C Reg. No. N94RB Time (Lcl) - 1045 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - GLASAIR SH2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
ARLINGTON, WA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/010 KTS
Visibility - 20.0 SM

ATC/Airspace

Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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 - 58
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - SH2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 361	Last 24 Hrs	- 1
Make/Model-	48	Last 30 Days-	4
Instrument-	54	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED IN A FLAT LEFT HAND SPIN WHICH CONTINUED TO GROUND IMPACT. THE AIRCRAFT ENTERED THE SPIN FROM A VERTICAL MANEUVER AT ABOUT 2000 FEET AGL. THE PILOT HAD HELPED BUILD THIS AIRCRAFT. HE WAS CHARACTERIZED AS A CONSERVATIVE PILOT AND HAD RECEIVED NO TRAINING IN AEROBATICS OR SPINS. THERE WAS NO EVIDENCE OF PRE-IMPACT PHYSICAL IMPAIRMENT OF THE PILOT OR PASSENGER.

Brief of Accident (Continued)

File No. - 103

4/02/83

CAMANO ISLAND, WA

A/C Reg. No. N94RB

Time (Lc1) - 1045 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
4. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 64 4/06/83 ANACORTES, WA A/C Reg. No. N6720F Time (Lcl) - 0015 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANACORTES
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 0
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 0
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0
		Multi-eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE UNCERTIFICATED PLT HAD MADE SEVERAL ATTEMPTS TO LAND WHEN HE STRUCK A TREE IN THE APPROACH PATH WITH THE RIGHT WING. THE ACFT THEN LEFT THE AREA FOR A SHORT PERIOD OF TIME, RETURNED & MADE WHAT WAS DESCRIBED AS A BUMPY LANDING. THE ACFT USE WAS UNAUTHORIZED & THE FLT LASTED 1.7 HRS. THE OCCUPANTS STATED TO POLICE THAT THEY HAD BEEN SMOKING MARIJUANA BEFORE & DURING THE FLT.

Brief of Accident (Continued)

File No. - 64

4/06/83

ANACORTES,WA

A/C Reg. No. N6720F

Time (Lcl) - 0015 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON
 2. LIGHT CONDITION - DARK NIGHT
 3. PROPER GLIDEPATH - NOT MAINTAINED - UNQUALIFIED PERSON
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 176 2/12/83 CALUMETVILLE,WI A/C Reg. No. 11454 Time (Lcl) - 1300 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	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
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	FOND DU LAC,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 442
SE LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 442
		Last 30 Days- 1
		Instrument- 71
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TAIS CESSNA 150 COLLIDED WITH SNOW COVERED TERRAIN WHILE PRACTICING THE RESULTS OF "GROUND EFFECT". THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT WAS NOT INJURED IN THE ACCIDENT. THE FLIGHT ORIGINATED AT FOND DU LAC WI AT 1200 CST ON FEB. 12, 1982. THE PILOT WAS FLYING LOCALLY OVER GREEN LAKE TO LOCATE A COMPANY. THE PILOT STATED THAT HE DECIDED TO CHANGE SEATS AND FLY FROM THE RIGHT SEAT. LATER HE DESCENDED OVER A LARGE FROZEN LAKE TO FLY CLOSER TO THE SNOW IN GROUND EFFECT TO "IMPROVE HIS TECHNIQUE". THE LANDING GEAR STRUCK THE SNOW COLLAPSING THE NOSE GEAR AND DAMAGING THE PROPELLER. THE ACFT SLID TO A STOP ON THE MAIN GEAR AND THE NOSE.

Brief of Accident (Continued)

File No. - 176

2/12/83

CALUMETVILLE,WI

A/C Reg. No. 11454

Time (Lc1) - 1300 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. LOW PASS - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation MANEUVERING

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) 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. - 44 3/09/83 SOLON SPRINGS, WI A/C Reg. No. N5587Q Time (Lcl) - 2315 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

None

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 030/020 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MINNEAPOLIS, MN
Destination
SOLON SPRINGS, WI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SOLON SPRINGS
Runway Ident - 19
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	5473	Last 24 Hrs -	2
Make/Model-	717	Last 30 Days-	45	
Instrument-	843	Last 90 Days-	90	
Multi-Eng -	4509			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE DEPARTED SOLON SPRINGS, WI AT 2100 CST, THE WEATHER WAS WINDY, BUT THE SKY WAS CLEAR. HE LANDED AT MINNEAPOLIS, MN TO PICK UP A PASSENGER, THEN DEPARTED ON A RETURN FLIGHT TO SOLON. WHILE RETURNING, HE ENCOUNTERED SNOW. THE PILOT STATED THAT DURING ARRIVAL, HE TRIED TO LAND ON RUNWAY 1, BUT COULD NOT PICK UP THE APPROACH END OF THE RUNWAY DUE TO THE DARKNESS AND CROSSWIND. REPORTEDLY, THE AIRCRAFT LANDING LIGHT WAS NOT DIRECTED ONTO THE RUNWAY IN THE RIGHT CROSSWIND. THE PILOT THEN ELECTED TO LAND DOWNWIND ON RUNWAY 19. HE ESTIMATED THAT THE WIND WAS FROM 030 DEG AT 20, GUSTING 30 KTS. DURING THE LANDING, THE AIRCRAFT SLID OFF THE END OF THE RUNWAY, WHICH WAS WET, AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 44

3/09/83

SOLON SPRINGS, WI

A/C Reg. No. N5587Q

Time (Lc1) - 2315 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - SNOW

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - TAILWIND
7. TERRAIN CONDITION - WET

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

-----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) 1,2,3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 104 3/22/83 NEILSVILLE,WI A/C Reg. No. N4760C Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	5
0	0	0	0

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CONSOLIDATED VULTEE 28-5ACF
Landing Gear - AMPHIBIAN
Max Gross Wt - 32000
No. of Seats - 10

Eng Make/Model - CURTIS WRIGHT R-2600
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1950 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
FARGO,ND
Destination
WAUSAU,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 330/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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 - 45

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PBY

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 15515
Make/Model-	1525
Instrument-	400
Multi-Eng -	7540
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	50
Rotorcraft -	375

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS CRASH LANDED IN AN OPEN FIELD AFTER IT HAD A POWER LOSS ON #1 ENGINE DURING CRUISE FLIGHT. THE AIRCRAFT WAS ON A GEODETIC SURVEY FLIGHT WHICH CALLED FOR FLIGHT AT 500 FEET AGL. THE PILOT ELECTED TO LAND BECAUSE THE AIRCRAFT COULD NOT MAINTAIN LEVEL FLIGHT ON ONE ENGINE. THE AIRCRAFT WAS 4000 LBS. UNDER MAXIMUM GROSS WEIGHT. INVESTIGATION DISCLOSED THAT THE FRONT MAIN ROD HAD FAILED ON THE #1 CYLINDER ON THE LEFT ENGINE.

Brief of Accident (Continued)

File No. - 104

3/22/83

NEILSVILLE, WI

A/C Reg. No. N4760C

Time (Lc1) - 1330 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, MASTER ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - INADEQUATE
3. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 115 3/10/83 DOUGLAS,WY A/C Reg. No. N2280D Time (Lcl) - 1300 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	0	0	1	
Pass	0	0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - ,YES/NO
Stall Warning System - 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 - 35.0 SM
Lowest Sky/Clouds - 18000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD,CO
Destination
DOUGLAS,WY

Airport Proximity
ON AIRPORT

Airport Data

DOUGLAS
Runway Ident - 10
Runway Lth/Wid - 5066/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 170B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 103	Last 24 Hrs	- UNK/NR
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RECENTLY PURCHASED THE PLANE & HAD ONLY 6 HRS OF FLT TIME IN TAILWHEEL EQUIPPED ACFT. HE REPORTED THAT DURING A LANDING, THE ACFT BOUNCED ONCE, THEN TOUCHED DOWN JUST LEFT OF THE CENTER OF THE RWY. HE STATED THAT THE ACFT VEERED LEFT, THEN HE OVERCORRECTED TO THE RIGHT. SUBSEQUENTLY, THE ACFT TURNED SIDEWAYS AND THE LEFT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 115

3/10/83

DOUGLAS,WY

A/C Reg. No. N2280D

Time (Lcl) - 1300 MST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6937

NTSB-AAB-85-02
Brief Format
U.S. Civil and Foreign
Aviation Issue Number 1 of
1983 Accidents

U.S. DEPARTMENT OF COMMERCE
National Technical Information Service
Springfield, Va. 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE
COM-211



SPECIAL FOURTH-CLASS RATE
BOOK