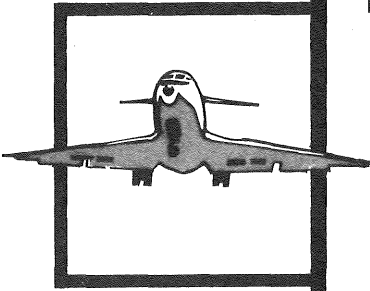


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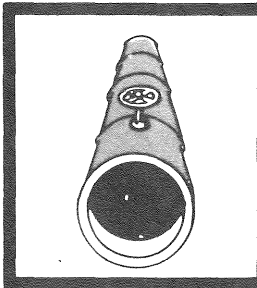
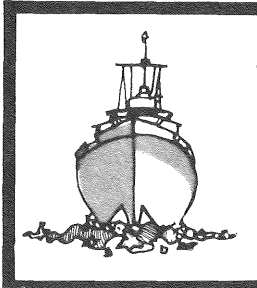
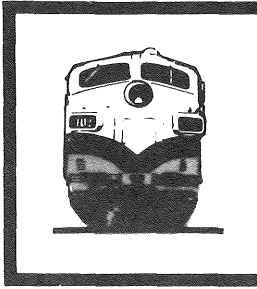
# **NATIONAL TRANSPORTATION SAFETY BOARD**



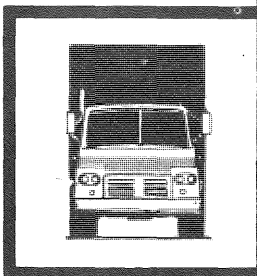
WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2 OF 1983 ACCIDENTS**



NTSB / AAB-85 / 03



**UNITED STATES GOVERNMENT**



# TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.  File Numbers: 0201 through 0400					
17. Key Words Aviation accident, probable cause, findings certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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## FOREWARD

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

This publication is issued seventeen (17) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Personal

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

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

## PHASE OF OPERATION

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

## CAUSES AND RELATED FACTORS

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

## BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 2

CALENDAR YEAR 1983

## File Order Listing - Issue No. 2, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
201	209JA	020183	WARSAW, IN	GULFSTREAM	AMERICAN A	NONE	166
202	731VY	041583	WILLIAMSON, NY	CESSNA	A188B	NONE	258
203	2395L	101483	CRYSTAL CITY, TX	PIPER	PA-38	NONE	324
204	298P	031483	NORRIDGEWOCK, ME	QUICKIE	Q-2	SERIOUS	198
205	82026	031383	DANVERS, IL	PIPER	PA-28-161	FATAL	156
206	56426	052783	TURNER, WA	BOEING/STEAR	A75N1	NONE	362
207	9219W	041983	NEAR ALMIRA, WA	WEATHERLY	201C	NONE	344
208	738GN	051383	TENINO, WA	CESSNA	172	NONE	350
209	92734	040883	COULTERVILLE, IL	CESSNA	182	FATAL	160
210	4610Y	011583	GALEN, MT	PIPER	PA-18-150	SERIOUS	226
211	2462D	032183	NEAR PALA, CA	CESSNA	170B	FATAL	64
212	4417X	012483	KASILOF, AK	PIPER	PA-32-300	MINOR	6
213	1244U	020683	GORMAN, CA	CESSNA	T210N	FATAL	54
214	1547H	020583	LAS VEGAS, NV	CESSNA	177RG	FATAL	248
215	91419	052683	EPHRATA, WA	I.C.A. BRASO	IS-29D	NONE	360
216	50567	021283	WORTHINGTON, MN	CESSNA	150	NONE	206
217	5089P	021383	BELLEFONTAINE, OH	CESSNA	152	NONE	262
218	82897	042383	ASHTABULA, OH	AERONCA	7AC	NONE	268
219	9962V	050783	FURNACE CREEK, CA	CESSNA	172M	NONE	74
220	6009A	032583	WAYCROSS, GA	BEECH	C24R	MINOR	138
221	1498F	051283	INCHELIUM, WA	CESSNA	172H	MINOR	348
222	58229	042983	CANTWELL, AK	HUGHES	500D	NONE	16
223	9703K	042583	GREENCASTLE, IN	STINSON	108-2	MINOR	174
224	21059	041483	ROCHESTER, NY	CESSNA	182	NONE	256
225	48406	012983	TUCSON, AZ	CESSNA	152	MINOR	44



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226	2706H	041783	ERWINNA, PA	SCHWEIZER	SGS-2-33A	NONE	304
227	2943F	041383	WEST CHESTER, PA	PIPER	PA-28RT-20	NONE	300
228	79AC	041483	WEST MIFFLIN, PA	MITSUBISHI	MU-2B-26	NONE	302
229	575PM	041383	BLOCK ISLAND, RI	CESSNA	182P	NONE	316
230	92777	041283	HOLLAND, MI	CESSNA	172M	NONE	200
231	94111	041283	KANKAKEE, IL	CESSNA	152	NONE	162
232	6940	010483	CAMARILLO, CA	SNIDER	WICHAWK	FATAL	48
233	19435	041483	NORFOLK, MA	CESSNA	150	NONE	184
234	9927V	011483	SAN MARTIN, CA	CESSNA	R172K	NONE	50
236	7353S	041583	BLUEFIELD, WV	CESSNA	182P	SERIOUS	388
237	6087C	010383	WILLARD, WA	CESSNA	T303	FATAL	340
238	17243	030983	PORT HEIDEN, AK	PIPER	PA-28R-180	NONE	10
239	4728B	052183	KLAMATH FALLS, OR	CESSNA	180	NONE	282
240	2897U	052983	PORTLAND, OR	CESSNA	172D	MINOR	286
241	1143G	051983	BLAINE, WA	MOONEY	M20J	NONE	354
242	94R	041483	NEAR RAINIER, OR	SMITH	MINIPLANE	NONE	274
243	757SP	052083	IDAHO FALLS, ID	CESSNA	TRI82	SERIOUS	150
244	67140	042983	RENTON, WA	BEECH	77	FATAL	346
245	12LF	020383	SUNBURY, PA	AERO COMMAND	68OFL P	FATAL	298
246	6126T	021183	MAUSTON, WI	CESSNA	150	SERIOUS	380
247	714BP	041783	AXTELL, NE	CESSNA	150M	NONE	240
248	202JM	020783	VICHY, MO	CESSNA	310F	MINOR	214
250	2822B	011983	ANCHORAGE, AK	BELL	47G-2	MINOR	4
251	520R	011183	MADISON, GA	LOCKHEED	18-56	NONE	136
252	5175X	011183	QUINTON, VA	CHAMPION	7ECA	MINOR	328

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253	60461	031383	GLENNS FERRY, ID	CESSNA	150J	FATAL	142
254	5889F	021583	CHESTERFIELD, VA	CESSNA	210G	NONE	332
255	46JS	030683	5 NM E. OF KENT, WA	GLASAIR	SH-2	FATAL	342
256	84822	030683	LIMON, CO	CESSNA	172	FATAL	84
257	2958W	040183	DIXIE, ID	PARTENAVIA	P68C/TC	MINOR	144
258	7G	021283	ILIAMNA, AK	CESSNA	140	NONE	8
259	9017Y	010883	MILFORD, CT	ROBINSON	R22	NONE	88
260	3794W	040683	INDIANAPOLIS, IN	GATES LEARJE	35A	NONE	170
261	7173K	051683	GRASS VALLEY, OR	PIPER	PA-18-150	NONE	280
262	59JT	021383	ERIE, CO	JOHN TYLEND	QUICKIE	NONE	82
263	1642J	031383	CHUGIAK, AK	PIPER	PA 28-140	MINOR	12
264	2445R	030383	CHADRON, NE	CESSNA	182G	NONE	238
265	30784	041783	NORTH BEND, OR	CESSNA	210L	SERIOUS	276
266	8624L	042983	GRENOLA, KS	PIPER	PA-25-235	NONE	178
267	6530K	050783	LODI, CA	GRUMMAN	164B	NONE	76
268	8578C	041683	HARRISON, MI	PIPER	PA-28-181	NONE	202
269	7617T	042083	CLINTON, MD	CESSNA	172	MINOR	192
270	5527T	042383	YOUNGSTOWN, OH	CESSNA	172	MINOR	266
271	1683M	042283	MADISON, WI	CESSNA	182	NONE	386
272	99431	041983	FOND DU LAC, WI	GRUMMAN	G-44	MINOR	384
273	23388	041783	MICHIGAN CITY, IN	CESSNA	172M	NONE	172
274	4049E	041683	BLANCHARD, ID	AERONCA	11BC	NONE	148
275	15RV	042483	EDWARDSVILLE, IL	AEROSPORT	SCAMP	NONE	164
276	6155K	042483	MT. PLEASANT, MI	CESSNA	172P	NONE	204
277	173JS	042383	CADIZ, OH	SCHWEIZER	SGU 2-22E	SERIOUS	270

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278	1461J	030383	CHESTERTOWN, MD	ROCKWELL	112A	NONE	190
279	23472	042783	MINATARE, NE	PIPER	J3C-65	NONE	242
280	3515M	040883	WELLSVILLE, NY	PIPER	PA-32RT-30	FATAL	254
281	60801	031483	WHEELING, IL	PIPER	PA-601P	NONE	158
282	1019W	041583	KECHI, KS	BREEZY	O1	FATAL	176
283	46546	031083	ENGLEWOOD, CO	CESSNA	152	NONE	86
284	8278T	021383	INDIANAPOLIS, IN	PIPER	PA-44-180T	SERIOUS	168
285	6838S	031583	MIWAULKEE, WI	BEECH	58	NONE	382
286	8445G	030283	LEHIGH ACRES, FL	PIPER	PA-28-161	NONE	110
287	1011N	031283	ALBANY, NY	SWEARINGEN	SA226TC	MINOR	250
288	278Q	011083	NEW SMYRNA BCH, FL	ENSTROM	F-28A	MINOR	94
289	20KJ	031383	SOUTHSIDE, AL	EAA BIPLANE	P-2	FATAL	40
290	3658L	040483	NEAR HOMEDALE, ID	CESSNA	172G	NONE	146
291	9171T	042483	FT. SMITH, MT	CESSNA	180	NONE	228
292	32RJ	050383	MURIETTA, CA	BOLAND	MONG SPORT	NONE	72
293	3511E	060583	SHINNSTON, WV	AERONCA	7AC	MINOR	390
294	757WT	061683	CASCADE LOCKS, OR	CESSNA	152	NONE	296
295	67099	052083	NEAR YAKUTAT, AK	SUD AVIATION	SA 318C	NONE	18
296	1996E	050483	CAPE GIRARDEAU, MO	CESSNA	172N	MINOR	218
297	1001G	060883	RULEVILLE, MS	TEXAS HELICO	OH-13H/M74	NONE	224
298	76379	050983	NEW ALBANY, MS	CESSNA	140	SERIOUS	222
299	7364R	033183	BATAVIA, NY	CESSNA	182	NONE	252
300	9068G	032383	RAMPART, AK	CESSNA	U206G	SERIOUS	14
301	2762Q	061583	RYEGRASS PASS, WA	CESSNA	185 FII	NONE	374
302	2267O	060783	YAKIMA, WA	CESSNA	150H	MINOR	372

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303	7980M	052583	WENDLING, OR	BEECH	V35-TC	NONE	284
304	5547P	032383	LANTANA, FL	CESSNA	152	NONE	122
305	8724U	041283	VERO BEACH, FL	CESSNA	150M	NONE	130
306	123WK	032783	OCALA, FL	PIPER	PA-31-350	NONE	126
307	84FP	031983	NEAR LAKE LAND, FL	CESSNA	172	NONE	118
308	11234	051783	WATERFORD, CT	CESSNA	150L	NONE	90
310	57WC	042883	SEBRING, FL	CARTER	PITTS SPEC	NONE	134
311	49132	021983	YEEHAW JUNCTION, FL	CESSNA	C-152	NONE	106
312	2429F	052883	BLAKELY ISLAND, WA	CESSNA	180H	NONE	366
312	80202	052883	BLAKELY ISLAND, WA	CESSNA	172M	NONE	364
313	6595L	032683	DAYTONA BEACH, FL	CESSNA	152	NONE	124
314	3132S	031483	LAKELAND, FL	GARY MATTHEW	QUICKSILVE	NONE	114
315	61113	040683	VERO BEACH, FL	CESSNA	150	NONE	128
316	679JB	013083	TAMPA, FL	PACE	THORP-T-18	NONE	102
317	4870C	051683	KLAMATH FALLS, OR	CESSNA	A185F	NONE	278
318	4801N	050883	SPRINGFIELD, MO	CESSNA	182Q	NONE	220
319	8949R	031383	NORTHOME, MN	AERONCA	7AC	MINOR	208
320	544J	052183	STANTON, MN	SCHREDER	HP12A	SERIOUS	212
321	9561Y	020883	FT. MYERS, FL	CESSNA	T-210	MINOR	104
322	3918P	040883	LIBERTY, NC	PIPER	PA-22-150	MINOR	230
323	1975S	031983	HIGHSPRINGS, FL	MOLINO OY	PIK 20	NONE	120
324	8923J	012983	PALMETTO, FL	PIPER	PA-28-180	NONE	100
325	20FH	011183	CULEBRA, PR	PIPER	PA-32-260	NONE	314
326	8540X	051683	WASCO, WA	CESSNA	172-I	NONE	352
327	4163Y	041883	MIDDLEBORO, MA	BELLANCA	7GBC	NONE	186

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328	8366W	020583	LASCASSAS, TN	PIPER	PA-28-180	FATAL	318
329	81CD	053183	FAIRBANKS, AK	MAULE	5-235C	NONE	20
330	6260T	060883	DELTA JUNCTION, AK	CESSNA	150	MINOR	24
331	3138X	051883	SO. BETHLEHEM, NY	CESSNA	150G	NONE	260
332	7778V	052383	WINEAR, ID	CALLAIR	A-9B	NONE	152
333	26506	030983	FT. LAUDERDALE, FL	CESSNA	402C	NONE	112
334	16297	053083	KEMMERER, WY	AEROSPATIALE	SA-315B	MINOR	394
336	9020M	031883	ST. PETERSBURG, FL	HUGHES	269A	NONE	116
337	9408K	091483	QUILCENE, WA	STINSON	108-2	SERIOUS	378
338	1665S	060383	HEPNER, OR	SNOW	S2C	NONE	288
339	9377X	032383	HUNTSVILLE, UT	CESSNA	182	SERIOUS	326
340	1375X	021083	IRVINE, CA	BELL	47G-5	NONE	56
341	7528C	051483	FITCHBURG, MA	FORNEY	F-1	NONE	188
342	10506	051383	MONROEVILLE, PA	CESSNA	150L	NONE	308
343	2506D	062483	DENTON, NE	CESSNA	170B	NONE	244
344	6756Q	042183	NEW HOPE, AL	GRUMMAN	G-164B	MINOR	42
345	8301Y	042783	SPRINGFIELD, MO	PIPER	PA-30	NONE	216
346	29611	032383	MOUNTAIN CITY, TN	TAYLORCRAFT	BC-65	NONE	320
347	8719H	033083	NEW CHURCH, VA	GRUMMAN	G164 A	NONE	334
348	21243	042883	THOMASVILLE, PA	CESSNA	182	NONE	306
349	4861G	042783	HAMMONTON, NJ	CESSNA	172N	NONE	246
350	NONE	052983	SUMNER, WA	EIPPER	QUICKSILVE	SERIOUS	370
351	90626	061083	WARRENTON, VA	BLANIK	L-13	NONE	336
352	5386Q	060483	RAEFORD, NC	CESSNA	150L	MINOR	234
353	5136X	053083	EVANSTON, WY	CESSNA	TU206	NONE	392

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354	150RF	011783	PORTSMOUTH, VA	CESSNA	150	MINOR	330
355	5284D	062283	GASTONIA, NC	CESSNA	172	NONE	236
356	5457D	042083	HENDERSONVILLE, NC	CESSNA	172K	MINOR	232
357	2899X	061483	HOOD RIVER, OR	CESSNA	177	NONE	294
358	NONE	060583	INDEPENDENCE, OR	SUNBURST	ULTRALIGHT	SERIOUS	292
359	71836	052183	CLE ELUM, WA	LUSCOMBE	8A	NONE	356
360	74822	012983	RIVERVIEW, FL	BELL	47G2	MINOR	96
361	35590	010283	NEAR VERO BEACH, FL	PIPER	PA-32-301R	NONE	92
362	736UH	062083	WICKENBURG, AZ	CESSNA	172	MINOR	46
363	2568J	062483	PALMER, AK	PIPER	PA-18	NONE	32
364	2565Z	061483	KENAI, AK	CESSNA	185	MINOR	28
365	3136U	060883	BETTLES, AK	CESSNA	182	NONE	26
366	70HP	041583	LITTLE, OK	CESSNA	R172E	SERIOUS	272
367	1184C	061883	SQUAW LAKE, AK	PIPER	PA-18	NONE	30
368	40JM	051783	POTTSTOWN, PA	HOME BUILT	E.A.A. P-2	MINOR	310
369	80546	060483	REDDING, CA	YARNELL	GRASS HOPP	FATAL	78
370	261KB	062083	SUSANVILLE, CA	CESSNA	T337G	NONE	80
371	3852G	052283	SOUTH PRAIRIE, WA	CESSNA	U206	FATAL	358
372	2254X	022183	BOCA RATON, FL	HUGHES	500-369HS	NONE	108
373	3711N	041683	PENSACOLA, FL	BEECH	76	NONE	132
374	5459G	012983	TALLAHASSEE, FL	MESSER	SCORPION T	FATAL	98
375	70059	071283	SLEETMUTE, AK	CESSNA	185	MINOR	36
376	2757Z	071383	STERLING, AK	CITABRIA	7ECA	NONE	38
377	6140C	060683	ANCHORAGE, AK	BELL	B47G-2	NONE	22
378	735VD	030783	MCCALL, ID	CESSNA	182Q	FATAL	140

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
379	6525X	021883	PALM SPRINGS, CA	CESSNA	U206G	NONE	58
380	4823T	051383	LAUREL, MD	PIPER	PA-32-260	NONE	194
381	9966Y	053083	FRIENDLY, MD	CHAMPION "LA	402	MINOR	196
382	6877	062583	TULLAHOMA, TN	SCHLEICHER	AS-K13	NONE	322
383	8775F	041783	LINDSAY, CA	HUGHES	269A	NONE	68
384	5920M	070283	WEST POINT, VA	CESSNA	310	NONE	338
385	36986	050183	LINDEN, CA	BEECH	77	MINOR	70
386	13DK	061183	GREENVILLE, PA	PIPER	J3C	SERIOUS	312
387	4GT	060583	BEND, OR	HOMEBUILT	CHRISTEN E	FATAL	290
388	1766U	030983	PALM SPRINGS, CA	CESSNA	T210N	MINOR	62
389	4262Y	020383	FIVE POINTS, CA	BELL	47G4	MINOR	52
390	2558S	031083	HUNTLEY, IL	CESSNA	210	NONE	154
391	1705F	041183	WEST JEFFERSON, OH	CESSNA	172	NONE	264
392	8034D	041683	ALEXANDRIA, MN	PIPER	PA-22	NONE	210
393	756CD	070183	FAIRBANKS, AK	CESSNA	206	NONE	34
394	2004T	010683	PORT SULPHUR, LA	TEAL	TSC-1A	FATAL	180
395	7389U	010783	ANIAK, AK	CESSNA	207A	NONE	2
396	6222R	052883	KELSO, WA	CESSNA	150	NONE	368
397	4461E	071183	DIXIE, WA	PIPER	PA-38-112	NONE	376
398	5542H	040883	GUADALUPE, CA	CESSNA	152	MINOR	66
399	1656K	022183	CHINO, CA	LUSCOMBE	8A	NONE	60
400	473MA	031883	NORTH ADAMS, MA	MITSUBISHI	MU-2B-60	FATAL	182





AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2 OF 1983 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 395      1/07/83      ANIAK,AK

A/C Reg. No. N7389U

Time (Lcl) - 1530 AST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage	Injuries				
Name of Carrier	-HAROLDS AIR SERVICE	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	0	0	0	1	
Flight Conducted Under	-14 CFR 135	Pass	0	0	0	6	
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KALSKAG,AK	ANIAK
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 30.0 SM	Type of Flight Plan - COMPANY(VFR)	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3500
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - C-207	Make/Model- 1000
		Last 30 Days- UNK/NR
		Instrument- 90
		Last 90 Days- 282
		Multi-Eng - 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BEGAN TO LOSE POWER AT 700 FT MSL DURING CLIMBOUT. THE PILOT TRIED THE BOOST PUMPS AND WAS ABLE TO REGAIN SOME POWER MOMENTARILY. WHEN ALL POWER WAS LOST THE PILOT WAS FORCED TO LAND SHORT OF THE AIRPORT ON A FROZEN RIVER. THE ROUGH ICE SHEARED THE NOSE GEAR DURING ROLL-OUT. THE PILOT STATED IN AN INTERVIEW THAT HE WAS UNAWARE OF TRAPPED WATER IN FUEL TANKS AND HE DID NOT DRAIN THE FUEL SUMPS DURING PRE-FLIGHT.

Brief of Accident (Continued)

File No. - 395

1/07/83

ANIAK, AK

A/C Reg. No. N7389U

Time (Lcl) - 1530 AST

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

Finding(s)

1. FUEL SYSTEM, TANK - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
3. FLUID, FUEL - WATER
4. FLUID, FUEL - ICE
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

6. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 250      1/19/83      ANCHORAGE, AK      A/C Reg. No. N2822B      Time (Lcl) - 1300 AST

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

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

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

Make/Model	- BELL 47G-2	Eng Make/Model	- LYCOMING VO-435	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	ANCHORAGE, AK	
Completeness	- PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MERRILL FIELD
Wind Dir/Speed	- 250/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 6500 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- 18000 FT BROKEN	Type Apch/Lndg	- SNOW
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- ICE COVERED
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 10	691
	Aircraft Type	- UNK/NR	Make/Model
			45
			Instrument
			72
			Last 24 Hrs
			- 2
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 45
			Rotorcraft
			- 590

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER MADE A LANDING DURING WHICH THE TAIL BOOM WAS SEVERED. THIS WAS A DUAL INSTRUCTIONAL FLIGHT AND ACCORDING TO THE INSTRUCTOR, A HIGH RECONNAISSANCE WAS PERFORMED BEFORE SELECTING THEIR APPROACH TO THE PINNACLE. THE PINNACLE IS A 3000 FOOT LANDING AREA UNOBSTRUCTED FOR 360 DEGREES AROUND THE PINNACLE AND IS WIDELY USED BY HELICOPTER OPERATORS FOR PINNACLE PRACTICE. THE INSTRUCTOR STATED THAT HE NORMALLY WOULD NOT DO PINNACLE WORK WITH A FULL LOAD OF FUEL. BECAUSE THE STUDENT WAS READY FOR A CHECKRIDE, EXCEPT FOR THE PINNACLE WORK, THE IP ELECTED TO DO IT IMMEDIATELY. HE SELECTED AN APPROACH TO THE WEST BECAUSE HE SAID HE SAW NO BLOWING SNOW. AT 20 FEET AGL HE NOTED HIGH SINK RATE AND HE ADDED POWER AS HE TOOK CONTROL, BUT THE HELICOPTER CONTINUED TO SETTLE WITH POWER. THE ACFT HIT HARD IN A LEVEL ATTITUDE AND THE TAILBOOM WAS SEVERED. INVESTIGATION IMMEDIATELY AFTER THE ACCIDENT SHOWED BLOWING SNOW WHICH INDICATED A WIND FROM THE EAST.

Brief of Accident (Continued)

File No. - 250

1/19/83

ANCHORAGE, AK

A/C Reg. No. N2822B

Time (Lc1) - 1300 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. WEATHER CONDITION - TAILWIND
  4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI)
  5. PROPER DESCENT RATE - NOT POSSIBLE - DUAL STUDENT
  6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
  7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  8. TERRAIN CONDITION - SNOW COVERED
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 212

1/24/83

KASILOF, AK

A/C Reg. No. N4417X

Time (Lcl) - 0740 AST

-----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	2

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

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

Make/Model - PIPER PA-32-300  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-KIAS  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 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 - 50.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

LAWLERS  
Runway Ident - 33  
Runway Lth/Wid - 2700/ 50  
Runway Surface - SNOW  
Runway Status - ICE COVERED

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

Pilot-In-Command

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

Age - 49  
Biennial Flight Review

Current - YES  
Months Since - 31  
Aircraft Type - UNK/NR

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

Total	- 900	Last 24 Hrs	- 1
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AS THE ACFT BEGUN TO CLIMB AFTER TAKEOFF, THE ENGINE LOST POWER MOMENTARILY & THE RPM DROPPED FROM 2650 TO 2500. HE STARTED TO ABORT THE TAKEOFF, AND COMMENTED TO THE PASSENGERS, "WE'RE GOING TO HAVE TO PUT HER DOWN." AT ABOUT THE TIME THE ARPT TOUCHED DOWN, THE ENGINE DEVELOPED FULL POWER. WITH MARGINAL STOPPING DISTANCE REMAINING ON THE SNOW COVERED RWY, THE PILOT ELECTED TO CONTINUE THE TAKEOFF. AT ABOUT THE SAME TIME, THE PASSENGER IN THE RIGHT FRONT SEAT BRACED HIMSELF FOR A CRASH & INADVERTENTLY STEPPED ON THE RIGHT RUDDER PEDAL. SUBSEQUENTLY, THE ACFT DEPARTED RIGHT SIDE OF THE RWY & HIT A DIRT BERM, 8 FT IN HEIGHT. NO SIGNIFICANT ENGINE MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 212

1/24/83

KASILOF, AK

A/C Reg. No. N4417X

Time (Lcl) - 0740 AST

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

Finding(s)  
1. UNDETERMINED

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

Finding(s)  
2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND  
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED  
4. ABORTED TAKEOFF - DISREGARDED - PILOT IN COMMAND  
5. CONTROL INTERFERENCE - INADVERTENT - PASSENGER  
6. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND  
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)  
9. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 258      2/12/83      ILIAMNA, AK      A/C Reg. No. N7G      Time (Lcl) - 1345 AST

-----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 140	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 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 - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 135
SE LAND	Months Since - UNK/NR	Make/Model- 59
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 4
		Last 30 Days- 10
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH SOME HIDDEN OBSTRUCTIONS DURING AN ABORTED TAKEOFF. TH PILOT REALIZED HIS HEAVILY LOADED AIRCRAFT WAS NOT ACCELERATING FAST ENOUGH AND ABORTED THE TAKEOFF. AFTER TURNING LEFT TO AVOID SOME METAL DRUMS, THE AIRCRAFT COLLIDED WITH A BOAT DOCK CONCEALED BY SNOW. THE TAKEOFF WAS BEING MADE ON A SNOW-COVERED FROZEN LAKE USING SKIS. AFTER THE COLLISION, THE AIRCRAFT ROTATED 180 DEGREES AND SLID TO A STOP.



Brief of Accident (Continued)

File No. - 258

2/12/83

ILIAMNA, AK

A/C Reg. No. N7G

Time (Lc1) - 1345 AST

---

Occurrence                ON GROUND COLLISION WITH OBJECT  
Phase of Operation       TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
  3. TERRAIN CONDITION - ICY
  4. TERRAIN CONDITION - SNOW COVERED
  5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 238      3/09/83      PORT HEIDEN, AK      A/C Reg. No. N17243      Time (Lcl) - 1700 AST

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

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

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

Make/Model	- PIPER PA-28R-180	Eng Make/Model	- LYCOMING IO-360-B1E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	PILOT POINT, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	PORT HEIDEN
Wind Dir/Speed	- 030/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 05
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 6240/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRAVEL
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- ICE COVERED
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 2000	Last 24 Hrs - 5
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model - 169	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 11	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TAXIED INTO A PILE OF ICE AFTER LANDING. ACCORDING TO AN ALASKA STATE TROOPER THAT ASSISTED IN THE INVESTIGATION, THE PILOT TURNED 45 DEGREES TO THE RIGHT AND DEPARTED THE RUNWAY 150 FEET SHORT OF THE TAXIWAY. THE SUN WAS BRIGHT, AND ACCORDING TO THE PILOT, IT WAS BLINDING HIM. THE COLLISION WITH THE ICE COLLAPSED THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 238

3/09/83

PORT HEIDEN, AK

A/C Reg. No. N17243

Time (Lc1) - 1700 AST

---

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  4. TERRAIN CONDITION - SNOWBANK
- 

-----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. - 263      3/13/83      CHUGIAK, AK      A/C Reg. No. N1642J      Time (Lcl) - 1645 AST

-----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	3	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA 28-140	Eng Make/Model - LYCOMING O-320-D2B	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WASILLA, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	Runway Ident - N/A
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 19000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 2000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 94
		Instrument- 28
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT ORIGINATED AT ANCHORAGE, AK AT APRX 1400 AST. WHILE FLYING IN THE VICINITY OF KNIK GLACIER, SOME SHEEP WERE OBSERVED & THE PLT CIRCLED IN THE AREA 2 TIMES. DURING THE 2ND TURN, THE ENGINE BEGAN RUNNING ERRATICALLY. REPORTEDLY, THE PLT APPLIED CARBURETOR HEAT & THE ENGINE SMOOTHED OUT. HE THEN DIVERTED TO PALMER WHERE THE ENGINE WAS CHECKED & OPERATED NORMALLY. THEREFORE, HE DEPARTED PALMER AND CONTINUED THE FLIGHT TO WASILLA, AK WHERE HE LANDED FOR A COFFEE BREAK. AT APRX 1550, THEY DEPARTED WASILLA FOR THE RETURN FLT TO ANCHORAGE. THE PLT REPORTED THAT HE CLIMBED TO 3500 FT MSL, & AFTER CROSSING THE KNIK ARM, PROCEEDED ALONG THE MTNS. IN THE VICINITY OF PETER'S CREEK, THE ENGINE BEGAN RUNNING ROUGH. THE PLT REPORTED HE APPLIED CARBURETOR HEAT, BUT THE ENGINE RAN ROUGHER, SO HE DECONTINUED ITS USE. SUBSEQUENTLY, THE ACFT LOST AIRSPEED & THE PLT MADE A CRASH LANDING. THE TEMP & DEW POINT WERE 40 & 23 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS. VISIBLE ICING WAS PROBABLE AT CRUISE OR GLIDING POWER.

Brief of Accident (Continued)

File No. - 263

3/13/83

CHUGIAK, AK

A/C Reg. No. N1642J

Time (Lc1) - 1645 AST

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

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 300      3/23/83      RAMPART, AK      A/C Reg. No. N9068G      Time (Lcl) - 1200 AST

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

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

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

Make/Model - CESSNA U206G	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/015 KTS</p> <p>Visibility - 60.0 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 SAME AS ACC/INC</p> <p>Destination EUREKA, AK</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>RAMPART</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 3000/ 40</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 150</p> <p>Make/Model- 87</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 5</p> <p>Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE RUNWAY WAS A 3000 FOOT GRAVEL STRIP COVERED WITH HARD PACKED SNOW AND SNOW BERMS ON BOTH SIDES. THE PILOT STATED HE BROKE GROUND ABOUT HALF WAY DOWN THE RUNWAY AT ABOUT 50 KTS AIRSPEED. AT ABOUT 40 FEET AGL, HE NOTICED HE WAS DRIFTING TOWARD 60 FOOT TREES ON THE RIGHT, SO HE BANKED TO THE LEFT AND INCREASED PITCH. THE LEFT WING DROPPED AND THE ACFT DESCENDED UNTIL IMPACT ON THE RUNWAY. THE ACFT CAME TO REST ABOUT 300 FEET FROM THE RUNWAY END. THE TWO FRONT SEAT OCCUPANTS RECEIVED SERIOUS INJURIES. A THIRD OCCUPANT SEATED IN THE REAR WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 300

3/23/83

RAMPART, AK

A/C Reg. No. N9068G

Time (Lcl) - 1200 AST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 222      4/29/83      CANTWELL,AK      A/C Reg. No. N58229      Time (Lcl) - 0800 ADT

-----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	2
Accident Occurred During	-HOVER						

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

Make/Model	- HUGHES 500D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- HIGH SKI	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2100	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 400 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	CANTWELL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	- 180/005 KTS		- N/A
Visibility	- 75.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 4000 FT OVERCAST	Type of Clearance	- N/A
Obstructions to Vision	- BLOWING SNOW	Type Apch/Lndg	- N/A
Precipitation	- SNOW		
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 - 8329	Last 24 Hrs - 2
SE LAND	Months Since - 1	Make/Model- 940	Last 30 Days- 1
	Aircraft Type - 500	Instrument- 190	Last 90 Days- 10
			Rotorcraft - 8073

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER SKID CONTACTED THE GROUND DURING A HOVERING TURN FOR LANDING AND ROLLED THE HELICOPTER OVER ON ITS RIGHT SIDE. THE PILOT HAD MADE AN APPROACH FOR LANDING TO A 10 FOOT HOVER AND THEN LOST SIGHT OF HIS REFERENCE POINT IN FRESH SNOW PICKED UP BY THE ROTOR SYSTEM. HE TURNED THE ACFT TO GET A NEW REFERENCE POINT. DURING THE TURN, HE STATED THAT HE LOST ALTITUDE AND NOTICED THE ACFT MOVING SIDEWAYS AND REARWARD. THEN BEFORE HE COULD CORRECT IN TIME, HE FELT THE RIGHT SKID MAKE CONTACT WITH SOMETHING AND THE HELICOPTER ROLLED OVER.



Brief of Accident (Continued)

File No. - 222

4/29/83

CANTWELL, AK

A/C Reg. No. N58229

Time (Lcl) - 0800 ADT

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

Finding(s)

1. WEATHER CONDITION - SNOW
  2. TERRAIN CONDITION - SNOW COVERED
  3. UNSUITABLE TERRAIN - NOT OBTAINED - PILOT IN COMMAND
  4. WEATHER CONDITION - WHITEOUT
  5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
- 

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

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Occurrence #3      ROLL OVER  
Phase of Operation      HOVER

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-----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. - 295      5/20/83      NEAR YAKUTAT, AK      A/C Reg. No. N67099      Time (Lcl) - 1130 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ERA HELICOPTERS, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
				0	0	0	3

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

Make/Model	- SUD AVIATION SA 318C	Eng Make/Model	- TURBOMECA ASTAZOU IIA	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3650	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 485 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	YALUTAT
Wind Dir/Speed - 090/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - DRY
Obstructions to Vision - BLOWING SNOW		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9340
SE LAND	Months Since - 1	Make/Model - 1034
	Aircraft Type - SA 318C	Instrument - 244
		Last 24 Hrs - 2
		Last 30 Days - 11
		Last 90 Days - 126
		Rotorcraft - 9340

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT TO DELIVER 3 PASSENGERS & CARGO TO A RIDGE NEAR THE UPPER PART OF A GLACIER. THE ALTITUDE WAS APRX 5200 FT MSL. THE PLT REPORTED THAT THE WX WAS 6000 FT SCATTERED, VISIBILITY 20 MI, WIND FROM THE EAST AT 5 KTS. ACCORDING TO HIM, HE ENCOUNTERED A WHITE-OUT CONDITION AS THE HELICOPTER WAS ABOUT TO TOUCH DOWN DURING THE LANDING. THE RIGHT FLOAT, THEN THE MAIN ROTOR, STRUCK THE SNOW COVERED SURFACE & THE HELICOPTER ROLLED OVER. THE HELICOPTER WAS SHUT DOWN & ALL OCCUPANTS EVACUATED WITH NO INJURIES. THEY REMAINED AT THE SCENE WITH SURVIVAL GEAR UNTIL RESCUED THE FOLLOWING DAY. THE RESCUE WAS DELAYED BY WX.

Brief of Accident (Continued)

File No. - 295

5/20/83

NEAR YAKUTAT, AK

A/C Reg. No. N67099

Time (Lc1) - 1130 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. TERRAIN CONDITION - SNOW COVERED
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  4. WEATHER CONDITION - WHITEOUT
  5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
  6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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

-----

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

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

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. - 329      5/31/83      FAIRBANKS, AK      A/C Reg. No. N81CD      Time (Lcl) - 1200 ADT

-----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	0
Accident Occurred During -LANDING			0	0	0
					1
					0

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

Make/Model - MAULE 5-235C	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
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 - 235 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	FAIRBANK
Wind Dir/Speed- 260/018 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 50
Lowest Sky/Clouds - 33000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - M-5235C	Make/Model- 215
		Last 30 Days- 10
		Instrument- 20
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL OF THE ACFT DURING LANDING. THE ACFT CARTWHEELED SEVERAL TIMES AND CAME TO REST ON THE LEFT SIDE OF THE RUNWAY ABOUT 500 FEET FROM THE APPROACH END OF THE RUNWAY. THE WEATHER WAS VMC BUT THE WIND WAS FROM 260 DEGREES AT 18 KTS. THE PILOT STATED HE LOST CONTROL OF THE ACFT BECAUSE OF THE HIGH WIND VELOCITY.

Brief of Accident (Continued)

File No. - 329

5/31/83

FAIRBANKS, AK

A/C Reg. No. N81CD

Time (Lc1) - 1200 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation       LANDING - ROLL

Finding(s)

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) 2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 377      6/06/83      ANCHORAGE, AK

A/C Reg. No. N6140C

Time (Lcl) - 1645 ADT

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

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

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

Make/Model - BELL B47G-2	Eng Make/Model - LYCOMING VO-435-A1B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMPBELL AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 50.0 SM	Type of Flight Plan - COMPANY(VFR)	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 516
SE LAND, SE SEA	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 32
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 44
		Multi-Eng - 10
		Rotorcraft - 54

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED A TAIL ROTOR STRIKE DURING A HARD LANDING WITH A DOOR OPEN. ACCORDING TO THE STUDENT PILOT WHO IS A COMMERCIAL PILOT WORKING ON AN ADD-ON HELICOPTER RATING, THE LEFT COCKPIT DOOR UNLATCHED AND PARTIALLY OPENED ON THE DOWNWIND LEG FOR TOUCH-AND-GO PRACTICE LANDING. SHE CONTINUED THE PATTERN AND FINAL APPROACH WITH THE DOOR UNLATCHED WITHOUT FURTHER INCIDENT. SHE EXPECTED THE DOOR TO FULLY OPEN JUST PRIOR TO TOUCHDOWN WHICH IT DID. AS THE DOOR OPENED SHE APPLIED AFT CYCLIC AND FELT THE SKIDS TOUCH DOWN HARDER THAN NORMAL. THE HELICOPTER SLID FORWARD A SHORT DISTANCE WHILE REMAINING ALIGNED WITH THE RUNWAY. WHEN THE ACFT STOPPED THE PILOT LOOKED OUT AND NOTICED THE TAIL ROTOR HAD SEPARATED FROM THE HELICOPTER. INSPECTION OF THE DOOR LATCH SHOWED A WORN LATCH ASSEMBLY WHICH WAS DIFFICULT TO CLOSE PROPERLY. INSPECTION OF THE RUNWAY SURFACE REVEALED A TAILROTOR/GUARD STRIKE PRIOR TO ACFTS MAIN SKIDS TOUCHING THE GROUND.

Brief of Accident (Continued)

File No. - 377

6/06/83

ANCHORAGE, AK

A/C Reg. No. N6140C

Time (Lc1) - 1645 ADT

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

Finding(s)

1. DOOR, EXTERIOR CREW - WORN
2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
3. DOOR, EXTERIOR CREW - OPEN

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

Finding(s)

4. POWER ON LANDING - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 330      6/08/83      DELTA JUNCTION,AK      A/C Reg. No. N6260T      Time (Lcl) - 1130 ADT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - LYCOMING 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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FAIRBANKS,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DELTA JUNCTION,AK	DELTA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 60
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 33
		Last 30 Days- 2
		Instrument- 1
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED ON A ROAD MISTAKEN FOR THE RUNWAY BY A STUDENT PILOT. THE PILOT REALIZED HIS MISTAKE WHEN HE SAW PEOPLE AND KIDS ON BIKES BUT IN ATTEMPTING TO GO-AROUND HE LOST CONTROL AND DAMAGED THE ACFT. THE WEATHER WAS VMC. THE STUDENT PILOT RECEIVED MINOR INJURIES. THERE WERE NO OTHER INJURIES OR PROPERTY DAMAGE REPORTED.



Brief of Accident (Continued)

File No. - 330

6/08/83

DELTA JUNCTION, AK

A/C Reg. No. N6260T

Time (Lc1) - 1130 ADT

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Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 365      6/08/83      BETTLES, AK      A/C Reg. No. N3136U      Time (Lc1) - 1100 ADT

-----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	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	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 - 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FAIRBANKS, AK</p> <p>Destination</p> <p>BETTLES, AK</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 AIRSTRIP</p> <p>Airport Data</p> <p>FLAT CREEK MINE</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 1200/ 20</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1016</p> <p>Make/Model- 261</p> <p>Instrument- 150</p> <p>Multi-Eng - 209</p>	<p>Last 24 Hrs - 6</p> <p>Last 30 Days- 40</p> <p>Last 90 Days- 79</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE DEPARTURE END OF THE RUNWAY DURING A NIGHT LANDING AND NOSED OVER. THE PILOT STATED THAT HE PULLED OFF POWER FOR THE FLARE AND THE ACFT SEEMED TO GAIN AIRSPEED. HE DECIDED TO GO-AROUND, ADDED FULL POWER, BUT SAW THE END OF THE RUNWAY AND TREES COMING UP SO HE DECIDED NOT TO GO-AROUND. THE ACFT CROSSED A WASH AT RUNWAYS END AND IT NOSED OVER TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 365

6/08/83

BETTLES,AK

A/C Reg. No. N3136U

Time (Lc1) - 1100 ADT

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Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        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. - 364      6/14/83      KENAI, AK      A/C Reg. No. N2565Z      Time (Lcl) - 0945 ADT

-----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 - TAKEOFF			0	0	1	0

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	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- 045/007 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</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 - 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>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3800</p> <p>Make/Model- 206</p> <p>Instrument- 34</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 118</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD AN EXTERNAL LOAD OF PLYWOOD ATTACHED TO ITS FLOATS. THE PILOT STATED THAT THE ACFT LOST POWER AFTER TAKEOFF. HE MADE A RIGHT TURN BACK TOWARD THE LAKE AND THE ACFT STALLED. THE PILOT WAS RECOVERING FROM THE SPIN WHEN THE FLOATS HIT THE WATER. WITNESSES ALONG THE LAKE SAID THE PILOT HAD CONDUCTED SIMILAR OPERATION BEFORE, AND HAD ABORTED ONE TAKEOFF BEFORE THE CRASH. BOTH WITNESSES SAID THE ENGINE WAS OPERATING THROUGHOUT THE ACCIDENT SEQUENCE.

Brief of Accident (Continued)

File No. - 364

6/14/83

KENAI, AK

A/C Reg. No. N2565Z

Time (Lc1) - 0945 ADT

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

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - IMPROPER
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 367      6/18/83      SQUAW LAKE, AK      A/C Reg. No. N1184C      Time (Lcl) - 2230 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1760	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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- 270/008 KTS</p> <p>Visibility - 80.0 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 FAIRBANKS, AK</p> <p>Destination SQUAW LAKE, AK</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 AIRSTRIP</p> <p>Airport Data</p> <p>SQUAW LAKE</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-18</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 112</p> <p>Make/Model- 52</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 22</p> <p>Last 90 Days- 45</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND-LOOPED DURING LANDING ON A 2000 FOOT GRAVEL RUNWAY. THE PILOT STATED THAT AS HE APPROACHED RUNWAY 8 HIS AIRSPEED WAS TOO HIGH AND HE ALSO WAS DRIFTING TO THE RIGHT. DURING TOUCHDOWN HE LOST DIRECTIONAL CONTROL AND ALLOWED THE ACFT TO CONTINUE TO GROUNDLOOP TO AVOID A 5 FOOT DROP AT THE RUNWAYS END. THE WIND WAS FROM 270 DEGREES AT 8 KTS.

Brief of Accident (Continued)

File No. - 367

6/18/83

SQUAW LAKE, AK

A/C Reg. No. N1184C

Time (Lcl) - 2230 ADT

Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PROPER CLIMB RATE - SELECTED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ABORTED LANDING - NOT SELECTED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GO-AROUND - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 363      6/24/83      PALMER, AK      A/C Reg. No. N2568J      Time (Lcl) - 1200 ADT

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

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

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

Make/Model	- PIPER PA-18	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
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	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- CALM	ATC/Airspace	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	- NONE	Runway Surface
Lowest Ceiling	- NONE	- NONE	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 622	Last 24 Hrs - 5
SE LAND, SE SEA	Months Since - 10	Make/Model - 600	Last 30 Days - 15
	Aircraft Type - PA-18	Instrument - 10	Last 90 Days - 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN ON A SIGHT SEEING FLT WHEN THE ENGINE BEGAN TO LOSE POWER AND RUN ROUGH. THE PILOT DECIDED TO MAKE A PRECAUTIONARY LANDING ON THE GLACIER. HE WAS ATTEMPTING TO TAKEOFF WITHOUT PAX AND EXCESS FUEL DUE TO SLUSHY ICE. THE ENGINE WAS DEVELOPING FULL POWER DURING THE TAKEOFF BUT THE ACFT HIT A HOLE IN THE ICE AND FLIPPED OVER.



Brief of Accident (Continued)

File No. - 363

6/24/83

PALMER, AK

A/C Reg. No. N2568J

Time (Lc1) - 1200 ADT

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

Finding(s)

1. UNDETERMINED
  2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. TERRAIN CONDITION - ROUGH/UNEVEN
  5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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) 3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 393      7/01/83      FAIRBANKS,AK      A/C Reg. No. N756CD      Time (Lcl) - 1815 ADT

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

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

Make/Model - CESSNA 206  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 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- 360/020 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 5500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

DRY CREEK  
Runway Ident - 90  
Runway Lth/Wid - 1500/ 20  
Runway Surface - GRAVEL  
Runway Status - DRY

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

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

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1796  
Make/Model- 300  
Instrument- 270  
Multi-Eng - 130  
Last 24 Hrs - 1  
Last 30 Days- 30  
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE RUNWAY AT DRY CREEK STRIP CURVED TO THE LEFT. THE RUNWAY USED WAS RUNWAY 9 AND THE WIND WAS GUSTING TO 30 KTS. THE ACFT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND THE NOSEWHEEL HIT A RUT WHICH NOSED THE ACFT OVER.

Brief of Accident (Continued)

File No. - 393

7/01/83

FAIRBANKS, AK

A/C Reg. No. N756CD

Time (Lcl) - 1815 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 375      7/12/83      SLEETMUTE,AK      A/C Reg. No. N70059      Time (Lcl) - 1400 ADT

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

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

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3320	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	HOLITNA RIVER,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- CALM			Runway Lth/Wid	- N/A
Visibility	- 50.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- 5500 FT SCATTERED	Type of Flight Plan	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	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 - 2484	Last 24 Hrs - 7
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model - 125	Last 30 Days - 180
	Aircraft Type - C-185	Instrument - 79	Last 90 Days - 365
		Multi-Eng - 20	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN UPSTREAM TAKEOFF TOWARD A FISH WEIR, THE ACFT DID NOT ATTAIN ENOUGH ALTITUDE TO CLEAR THE FISH WEIR AND COLLIDED WITH THE TOP OF THE WEIR. THE ACFT CONTACTED THE WATER IN A NOSE LOW ATTITUDE AND THE ACFT NOSED OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 375

7/12/83

SLEETMUTE,AK

A/C Reg. No. N70059

Time (Lcl) - 1400 ADT

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 376      7/13/83      STERLING, AK      A/C Reg. No. N2757Z      Time (Lcl) - 1730 ADT

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

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

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

Make/Model - CITABRIA 7ECA	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOOSE RIVER
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 87
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - 7ECA	Make/Model- 34
		Instrument- 0
		Last 30 Days- 4
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS TAKING OFF TO THE SOUTH AND COLLIDED WITH TREES ALONGSIDE THE RUNWAY. THE PILOT STATED THAT AS THE ACFT LIFTED OFF HE PASSED A CLEARING ON THE RIGHT AND A CROSSWIND DRIFTED THE ACFT LEFT ACROSS THE RUNWAY INTO TREES. THE LEFT WING CLIPPED A TREE AND THE ACFT WAS ROTATED INTO THE TREES AND BRUSH WHERE IT CAME TO REST.

Brief of Accident (Continued)

File No. - 376

7/13/83

STERLING,AK

A/C Reg. No. N2757Z

Time (Lcl) - 1730 ADT

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

Finding(s)

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

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

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. - 289      3/13/83      SOUTHSIDE,AL      A/C Reg. No. N20KJ      Time (Lcl) - 1630 EST

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

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

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

Make/Model	- EAA BIPLANE P-2	Eng Make/Model	- LYCOMING O-290-GPU	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 125 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- 240/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</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;">SOUTHSIDE,AL</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan -</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;">SOUTHSIDE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3516
SE LAND	Months Since - 10	Make/Model- 254
	Aircraft Type - 177	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PERFORMING AEROBATICS OVER THE AIRPORT AT 400-500 FEET AGL. ON THE LAST PASS, HE HAD COMPLETED ONE ROLL AND WAS INVERTED IN WHAT APPEARED TO BE A SECOND ROLL WHEN THE AIRCRAFT DOVE AT THE GROUND IN A NEAR VERTICAL POSITION. THE AIRCRAFT ENGINE SOUNDED NORMAL AT ALL TIMES TO WITNESSES ON THE GROUND. THE AIRCRAFT IMPACTED AT A 45 DEGREE NOSE DOWN WINGS LEVEL ATTITUDE. THE AIRCRAFT WAS AN AMATEUR-BUILT BIPLANE COMPLETED BY THE PILOT AND ISSUED A SPECIAL AIRWORTHINESS CERTIFICATE IN 1976. THE OPERATING LIMITATIONS ISSUED FOR THE AIRCRAFT PROHIBITED ANY AEROBATIC MANEUVERS.



Brief of Accident (Continued)

File No. - 289

3/13/83

SOUTHSIDE,AL

A/C Reg. No. N20KJ

Time (Lcl) - 1630 EST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2. AEROBATICS - PERFORMED - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 344      4/21/83      NEW HOPE,AL      A/C Reg. No. N6756Q      Time (Lcl) - 1500 CST

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - CONTINENTAL R-975-46/PA2	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 525 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HUNTSVILLE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEW HOPE	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8750
SE LAND,ME LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2500
		Last 30 Days- UNK/NR
		Instrument- 310
		Last 90 Days- 50
		Multi-Eng - 230
		Rotorcraft - 1300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING FOLLOWING AN ENGINE FAILURE. THE PILOT STATED THAT DURING A PULL-UP AFTER SPRAYING A FIELD THE ENGINE MADE A LOUD BANG AND SMOKE AND OIL BEGAN TO POUR OUT OF THE ENGINE. THEN THE ENGINE FROZE AND THE PILOT WAS FORCED TO LAND. INVESTIGATION REVEALED THAT NUMBER 7 CYLINDER SEPARATED FROM THE ENGINE.

Brief of Accident (Continued)

File No. - 344

4/21/83

NEW HOPE, AL

A/C Reg. No. N6756Q

Time (Lcl) - 1500 CST

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Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED  
-----

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)  
-----

-----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. - 225      1/29/83      TUCSON, AZ      A/C Reg. No. N48406      Time (Lcl) - 1102 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-   170/016 KTS  
Visibility         - 50.0 SM  
Lowest Sky/Clouds - 5000 FT  
Lowest Ceiling     - 5000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TUCSON, AZ  
Destination  
TUCSON, AZ

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DAVIS-MONTHAN  
Runway Ident       - 30  
Runway Lth/Wid    - 13645/ 200  
Runway Surface     - ASPHALT  
Runway Status      - DRY

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

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

Age - 57  
Biennial Flight Review  
Current            - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 50      Last 24 Hrs - 2  
Make/Model-       50      Last 30 Days- UNK/NR  
Instrument-        0      Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ABOUT ONE MILE NORTH OF THE RUNWAY AFTER ENGINE FAILURE DURING A GO-AROUND. THE STUDENT PILOT ON A SOLO TRAINING FLIGHT HAD RETURNED TO TUCSON INTERNATIONAL AIRPORT AND COULD NOT LAND BECAUSE OF CROSS-WINDS. HE DIVERTED TO DAVIS-MONTHAN AFB. AFTER SEVERAL APPROACHES AND GO-AROUNDS AT DAVIS-MONTHAN THE ACFT CRASHED ONE MILE NORTH OF THE BASE AFTER RUNNING OUT OF FUEL. THE PILOT STATED THAT HE COULD NOT LAND AT DAVIS-MONTHAN BECAUSE OF CROSSWINDS. THE WIND WAS REPORTED FROM 170 DEG A 16 GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 225

1/29/83

TUCSON,AZ

A/C Reg. No. N48406

Time (Lc1) - 1102 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
  2. WEATHER CONDITION - HIGH WIND
  3. WEATHER CONDITION - GUSTS
  4. WEATHER CONDITION - CROSSWIND
- 

Occurrence #2        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  6.        IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  7. FLUID,FUEL - EXHAUSTION
  8.        FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 362      6/20/83      WICKENBURG,AZ      A/C Reg. No. N736UH      Time (Lcl) - 2000 MST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL IO-360-K	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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HESPERIA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICKENBURG,AZ	WICKENBURG
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5050/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1060
SE LAND	Months Since - 7	Make/Model- 100
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LEFT THE RUNWAY DURING LANDING AND COLLIDED WITH A DITCH WHICH COLLAPSED THE RIGHT MAIN GEAR AND NOSE GEAR. THE PILOT NOTED DURING FINAL APPROACH THAT THE WINDSOCK DID NOT INDICATE A CROSS-WIND. THE LANDING WAS MADE WITH 10 DEGREES OF FLAPS. ACCORDING TO THE PILOT A GUST OF WIND RAISED THE LEFT WING DURING FLARE AND TOOK ACFT OFF THE RWY. THE REPORTED WIND WAS 210 DEGREES AT 10-15 KTS. THE LANDING WAS MADE ON RWY 23.

Brief of Accident (Continued)

File No. - 362

6/20/83

WICKENBURG,AZ

A/C Reg. No. N736UH

Time (Lc1) - 2000 MST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

4. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
  5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 232      1/04/83      CAMARILLO, CA      A/C Reg. No. N6940      Time (Lcl) - 1550 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

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

Make/Model - SNIDER WICHAWK  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2400  
No. of Seats - 2

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

ELT Installed/Activated - YES/YES  
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- 200/005 KTS  
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  
SANTA PAULA, CA  
Destination  
VAN NUYS, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 60  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - WICHAWK

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 299  
Make/Model- 294  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- 6  
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE GROUND 15 DEGREES NOSE DOWN 70 DEGREE LEFT BANK WHILE PERFORMING LOW LEVEL AEROBATICS. WITNESSES HAD OBSERVED THE ACFT PERFORMING LOW ALTITUDE AEROBATIC MANEUVERS IN THE AREA OF THE ACCIDENT. THE ACFT WAS LAST SEEN DESCENDING AT A NEAR VERTICAL ANGLE FROM AN ALTITUDE OF ABOUT 600 TO 700 FEET AGL AND CRASH INTO SOFT, LEVEL CULTIVATED GROUND. THERE WAS A POST CRASH FIRE AND BOTH OCCUPANTS WERE FATALLY INJURED. BOTH OCCUPANTS WERE WEARING PARACHUTES.



Brief of Accident (Continued)

File No. - 232

1/04/83

CAMARILLO, CA

A/C Reg. No. N6940

Time (Lc1) - 1550 PST

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 234      1/14/83      SAN MARTIN, CA      A/C Reg. No. N9927V      Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	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-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 195 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAN JOSE, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	SOUTH COUNTY	
Wind Dir/Speed	- CALM		Runway Ident	- 32
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 3100/ 75
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 775	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 9	Make/Model - 75	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 99	Last 90 Days - 114
		Multi-Eng - 25	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING SHORT OF THE RUNWAY WHILE PRACTICING AN APPROACH WITH A SIMULATED ENGINE FAILURE. ON TURNING FINAL, THE INSTRUCTOR DECIDED THE ACFT WAS TOO LOW TO MAKE THE RUNWAY. SHE ESTIMATED THEY WOULD BE SEVERAL HUNDRED FEET SHORT. SHE TOOK CONTROL TO GAIN AIRSPEED AND DEMONSTRATE FLT IN GROUND EFFECT. IN SPITE OF FULL UP ELEVATOR AND LATE APPLICATION OF POWER, THE ACFT CONTINUED TO SINK AND MADE GROUND CONTACT SHORT OF THE RUNWAY. THE NOSE GEAR WAS DAMAGED AND THE FIREWAY WAS BUCKLED DURING THE LANDING; HOWEVER, THE INSTRUCTOR WAS ABLE TO TAXI THE AIRCRAFT TO THE PARKING AREA. IMPACT OCCURRED ON A SLIGHT RISE IN THE TERRAIN.

Brief of Accident (Continued)

File No. - 234

1/14/83

SAN MARTIN, CA

A/C Reg. No. N9927V

Time (Lcl) - 1330 PST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. ALTITUDE - MISJUDGED - DUAL STUDENT
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND(CFI)
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

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

Finding(s)

7. TERRAIN CONDITION - RISING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 389      2/03/83      FIVE POINTS, CA      A/C Reg. No. N4262Y      Time (Lcl) - 1100 PST

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

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

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

Make/Model      - BELL 47G4	Eng Make/Model - LYCOMING VO-540-B1B3	ELT Installed/Activated - NO -N/A
Landing Gear      - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 2950	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - UNK/NR	Rated Power      - 280 HP	

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

<b>Weather Data</b> Wx Briefing      - NO RECORD OF BRIEFING Method      - N/A Completeness      - N/A Basic Weather      - VMC Wind Dir/Speed- 200/003 KTS Visibility      - 15.0 SM Lowest Sky/Clouds      - CLEAR Lowest Ceiling      - NONE Obstructions to Vision- NONE Precipitation      - NONE Condition of Light      - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance      - NONE Type Apch/Lndg      - NONE	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident      - N/A Runway Lth/Wid      - N/A Runway Surface      - N/A Runway Status      - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 41 Biennial Flight Review Current      - YES Months Since      - 17 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total      - 5487 Make/Model- 240 Instrument- 0 Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 106 Rotorcraft - 320
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON HIS FINAL PASS OF THE OPERATION. HE FLEW UNDER 2 SETS OF WIRES BUT FAILED TO SEE A THIRD SET. THE SPRAY BOOM CAUGHT ON THE THE WIRE PITCHING THE HELICOPTER NOSE DOWN. THE MAIN ROTOR HIT THE TAIL BOOM AND THE HELICOPTER CRASHED INTO A CANAL.

Brief of Accident (Continued)

File No. - 389

2/03/83

FIVE POINTS, CA

A/C Reg. No. N4262Y

Time (Lc1) - 1100 PST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 213      2/06/83      GORMAN,CA      A/C Reg. No. N1244U      Time (Lc1) - 1730 PST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BAKERSFIELD,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	VAN NUYS,CA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1174
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - C-182	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 116
		Last 90 Days- UNK/NR
		Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING BEFORE TAKEOFF, BUT DID NOT FILE A FLT PLAN. APRX 35 MIN LATER, THE ACFT WAS OBSERVED FLYING LOW OVER INTERSTATE HIGHWAY 5 NEAR THE GORMAN VOR & TEJON PASS. A PATROLMAN THAT SAW THE ACFT ESTIMATED THAT IT CROSSED APRX 25 FT OVER A HIGHWAY ACCESS BRIDGE. HE ESTIMATED THE CLOUD LAYER IN THAT AREA WAS ABOUT 75 FT AGL, BUT NEAR THE SUMMIT, THE CEILING WAS APRX 15 FT. AFTER CROSSING THE BRIDGE, THE ACFT DISAPPEARED FROM THE PATROLMAN'S VIEW. SUBSEQUENTLY, THE ACFT WAS FOUND WHERE IT CRASHED ON THE GORMAN MOUNTAIN INSIDE, ABOVE THE HIGHWAY AT AN ELEVATION OF ABOUT 4300 FT MSL. AN INSPECTION OF THE WRECKAGE WAS MADE, BUT NO EVIDENCE OF AN INFLIGHT STRUCTURAL FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 213

2/06/83

GORMAN,CA

A/C Reg. No. N1244U

Time (Lc1) - 1730 PST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. LIGHT CONDITION - DUSK
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 340      2/10/83      IRVINE, CA      A/C Reg. No. N1375X      Time (Lc1) - 1045 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - BELL 47G-5  
Landing Gear      - SKID  
Max Gross Wt      - 2840  
No. of Seats      - 3

Eng Make/Model      - LYCOMING L-3840-31  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 265 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      - 10.0      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      - NONE

Airport Proximity  
UNK/NR

Airport Data

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

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

Pilot-In-Command

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

Age      - 37

Biennial Flight Review

Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - C-172

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5500	Last 24 Hrs	- UNK/NR
Make/Model	- 2500	Last 30 Days	- UNK/NR
Instrument	- 3727	Last 90 Days	- UNK/NR
Multi-Eng	- 400	Rotorcraft	- 4300

Instrument Rating(s)      - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER LANDED HARD IN A FIELD OFF THE AIRPORT FOLLOWING AN ENGINE POWER LOSS. THE ACFR HAD LIFTED OFF AND ONLY TRAVELED ABOUT 50 FEET AT 15 FEET AGL WHEN THE POWER LOSS OCCURRED. AN ENGINE TEARDOWN REVEALED THAT THE RINGS ON 3 CYLINDERS HAD NOT SEATED AND WERE LEAKING OIL INTO THE COMBUSTION CHAMBERS. THE PLUGS IN THESE CYLINDERS WERE CARBON FOULED.



Brief of Accident (Continued)

File No. - 340

2/10/83

IRVINE, CA

A/C Reg. No. N1375X

Time (Lc1) - 1045 PST

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

Finding(s)

1. ENGINE ASSEMBLY, RING - LEAK

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 379      2/18/83      PALM SPRINGS, CA      A/C Reg. No. N6525X      Time (Lcl) - 1245 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	1
Accident Occurred During	-TAXI					

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520F	ELT Installed/Activated	- UNK/NR
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	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	LAS VEGAS, NV	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	PALM SPRINGS
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- FULL STOP	- ASPHALT
Condition of Light		Runway Status
		- DRY

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

Pilot-In-Command	Age - 51	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current	Total
SE LAND, ME LAND	- UNK/NR	- 6200
	Months Since	Make/Model
	- UNK/NR	- 180
	Aircraft Type	Instrument
	- UNK/NR	- UNK/NR
		Multi-Eng
		- 2000
		Last 24 Hrs
		- UNK/NR
		Last 30 Days
		- UNK/NR
		Last 90 Days
		- 30
		Rotorcraft
		- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BLOWN ONTO ITS NOSE & WING WHILE TAXIING ON THE RAMP. ACCORDING TO TOWER PERSONNEL THE WIND HAD BEEN VARIABLE FROM 200 TO 300 DEG WITH SOME GUSTS AS HIGH AS 35K.

Brief of Accident (Continued)

File No. - 379

2/18/83

PALM SPRINGS, CA

A/C Reg. No. N6525X

Time (Lcl) - 1245 PST

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Occurrence                NOSE DOWN  
Phase of Operation       TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - HIGH WIND
  3. WEATHER CONDITION - GUSTS
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 399      2/21/83      CHINO, CA

A/C Reg. No. N1656K

Time (Lcl) - 1002 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 -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - LUSCOMBE 8A  
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 - 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 - 65.0 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  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CHINO  
Runway Ident - 26  
Runway Lth/Wid - 3850/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 36  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 80  
Last 24 Hrs - 1  
Make/Model- 3  
Last 30 Days- UNK/NR  
Instrument- 0  
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED GROUND LOOPED OFF THE RUNWAY AND NOSED OVER DURING LANDING. THE ACFT LEFT THE RUNWAY AND WENT INTO GRASS THAT WAS ABOUT 3 FEET HIGH. WHEN THE LANDING GEAR DUG INTO SOFT DIRT THE ACFT NOSED OVER. THE PILOT HAD ONLY ABOUT 3 HOURS FLYING TIME IN THE LUSCOMBE 8A. SHE HAD BEEN RELEASED FOR SOLO AFTER MAKING 6 TOUCH-AND-GO LANDINGS WITH AN INSTRUCTOR. PRIOR TO THE LAST LANDING SHE HAD MADE 3 SOLO TOUCH-AND-GO LANDINGS.

Brief of Accident (Continued)

File No. - 399

2/21/83

CHINO, CA

A/C Reg. No. N1656K

Time (Lcl) - 1002 PST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
  6. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 388      3/09/83      PALM SPRINGS,CA      A/C Reg. No. N1766U      Time (Lcl) - 1927 PST

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

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

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

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TSI0-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	RIVERSIDE,CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	PALM SPRINGS
Wind Dir/Speed	- 300/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 12
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 7000/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- MACADAM
Condition of Light	- NIGHT(DARK)		Runway Status
			- DRY

-----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	- 10050
SE LAND,ME LAND,SE SEA	Months Since - 20	Make/Model	- 321
	Aircraft Type - 210	Instrument	- 0
		Multi-Eng	- 3000
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 60

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT HAD DEPARTED RIVERSIDE WITH AN ESTIMATED 28 GALLONS OF FUEL, 23 GALLONS IN THE LEFT TANK AND ABOUT 5 GALS IN THE RIGHT. HE FLEW TO PALM SPRINGS ON THE LEFT TANK AND BEGAN TO LET DOWN FROM 11,500 FEET. AT 7,000 FT THE ENGINE QUIT. THE PILOT CALLED PALM SPRINGS ABOUT 5 MILES AWAY AND REPORTED HE WAS LOW ON FUEL. THE ACFT LANDED SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 388

3/09/83

PALM SPRINGS, CA

A/C Reg. No. N1766U

Time (Lc1) - 1927 PST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - 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      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 211 3/21/83 NEAR PALA,CA

A/C Reg. No. N2462D

Time (Lcl) - 0740 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

1

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 170B

Eng Make/Model - CONTINENTAL O-300

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL 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-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 360/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OCEANSIDE

Destination

WINDOW ROCK,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - 170B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 765

Last 24 Hrs - 1

Make/Model- 765

Last 30 Days- 14

Instrument- 0

Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A FRIEND OF THE PLT, HE (THE PLT) HAD WATCHED WX INFOR ON TV, ON 3/20/83. TO THE FRIEND'S KNOWLEDGE, THE PLT HAD NEVER TELEPHONED THE FAA FSS FOR A WX BRIEFING OR TO FILE A FLT PLAN. AFTER THE FRIEND TOOK THE PLT & HIS WIFE (WHO WAS ALSO A PLT) TO THE ARPT, HE OBSERVED THE ACFT DEPART TO THE EAST WHERE THE WX LOOKED VERY DARK. APRX 30 TO 35 MIN LATER, WITNESSES HEARD THE ACFT CIRCLE AT LOW ALTITUDE IN THE VICINITY OF THE PALOMAR OBSERVATORY. THEY THEN HEARD A LOUD NOISE WHEN THE ACFT HIT A 110 FT TREE, APRX 80 FT AGL. NONE OF THE WITNESSES COULD SEE THE ACFT. REPORTEDLY, THE CEILING & VISIBILITY WERE AT OR NEAR ZERO-ZERO, WIND FROM 360 DEG AT 5 KTS, TEMPERATURE 30 DEG, WITH HEAVY SNOW & FOG THAT CONTINUED THRU-OUT THE DUTY. NEITHER OF THE PLTS WERE INSTRUMENT RATED.



Brief of Accident (Continued)

File No. - 211

3/21/83

NEAR PALA,CA

A/C Reg. No. N2462D

Time (Lc1) - 0740 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - SNOW
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

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) 1,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 398      4/08/83      GUADALUPE, CA      A/C Reg. No. N5542H      Time (Lcl) - 1553 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	1
Accident Occurred During      -LANDING			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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAN LUIS OBISPO, CA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - N/A
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 20.0 SM	Type of Flight Plan - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      - 25000 FT THIN BKN	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 - 19	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 20
	Months Since      - N/A	Last 24 Hrs - 1
	Aircraft Type      - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PRACTICING A SERIES OF POWER-ON DEPARTURE STALLS AT 3500 FEET, THE PLT CLIMBED TO 6500 FEET AND PRACTICED SEVERAL POWER-OFF APPROACH/LANDING STALLS. AT ABOUT 3000 FEET THE ENGINE SPUTTERED AND QUIT. THE PLT WAS UNABLE TO RESTORE POWER AND MADE AN EMERGENCY LANDING IN A VEGETABLE FIELD. ABOUT 20 GALLONS OF FUEL WAS DRAINED FROM THE ACFT. THE ENGINE WAS TEST RUN AND OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 398

4/08/83

GUADALUPE, CA

A/C Reg. No. N5542H

Time (Lc1) - 1553 PST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 383      4/17/83      LINDSAY, CA

A/C Reg. No. N8775F

Time (Lcl) - 1515 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation      -OTHER WORK USE

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      - HUGHES 269A

Eng Make/Model - LYCOMING H10-360-B1A

ELT Installed/Activated - NO -N/A

Landing Gear      - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt      - 1600

Engine Type      - RECIP-FUEL INJECTED

No. of Seats      - 2

Rated Power      - 180 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 360/005 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

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)

COMMERCIAL

SE LAND

Age - 42

Biennial Flight Review

Current      - YES

Months Since      - 1

Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2780

Make/Model- 45

Instrument- 16

Multi-eng - 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 11

Rotorcraft - 2198

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ROUNDING UP CATTLE FOR A BBQ. ONE OF THE STEER IN THE HERD CHARGED THE HELICOPTER & STRUCK ITS SKID. THE MAIN ROTOR DEFLECTED & SEVERED THE TAIL BOOM. THE PLT LOST CONTROL OF THE ACFT WHICH IMPACTED THE GROUND & ROLLED OVER.

Brief of Accident (Continued)

File No. - 383

4/17/83

LINDSAY,CA

A/C Reg. No. N8775F

Time (Lcl) - 1515 PST

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

Finding(s)

1. OBJECT - ANIMAL(S)
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

3. MISC ROTORCRAFT, TAIL BOOM - DISCONNECTED

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING

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

Occurrence #5 ROLL OVER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 385      5/01/83      LINDEN, CA      A/C Reg. No. N36986      Time (Lcl) - 1605 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - BEECH 77  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1675  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 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- 270/008 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 3200 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MARIPOSA, CA  
Destination  
OROVILLE, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 379  
Make/Model- 158  
Instrument- 25  
Multi-Eng - 35  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 42  
Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CRUISING AT 3000 FEET BENEATH AN OVERCAST SKY WITH INTERMITTENT RAIN. THE CARB HEAT WAS OFF. AFTER ABOUT 20 MINUTES OF FLIGHT THE RPM BEGAN TO SLOWLY DECREASE. THE PILOT BRIEFLY APPLIED CARB HEAT BUT AS THE RPM ONLY FLUCTUATED AND POWER WAS NOT IMMEDIATELY RETURNED HE DISCONTINUED USING IT. THE PILOT HAD NEVER EXPERIENCED CARBURETOR ICE. AS ALL POWER WAS BEING LOST THE PILOT BROADCAST MAYDAY AND BEGAN TO LOOK FOR A LANDING SPOT. AS POWER SHUT DWN WAS PROGRESSING SOME POWER RETURNED. THE ACFT WAS NURSED ALONG AT VERY LOW ALTITUDE AND FINALLY LANDED ON A ROCKY SLOPE AFTER OVERSHOOTING AN OPEN FIELD. AS ACFT DECELERATED ITS NOSE GEAR WAS TORN OFF.

Brief of Accident (Continued)

File No. - 385

5/01/83

LINDEN,CA

A/C Reg. No. N36986

Time (Lc1) - 1605 PDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
  2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  3. FUEL SYSTEM,CARBURETOR - ICE
  4. CARBURETOR HEAT - IMPROPER USE OF - 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 ASSEMBLY - 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. - 292      5/03/83      MURIETTA, CA      A/C Reg. No. N32RJ      Time (Lcl) - 1150 PDT

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

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

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

Make/Model	- BOLAND MONG SPORT	Eng Make/Model	- LYCOMING IO 320	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FALLBROOK, CA</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>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 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 - 1	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING A FORCED LANDING IN A GRASS FIELD. THE PLT STATED THAT DURING PRE-FLIGHT, HE FOUND ABOUT 7 GALLONS OF FUEL ABOARD THE ACFT. HIS FLIGHT WAS TO BE ONLY 20 MINUTES OF AIR WORK. SOME TIME WAS ADDED IN LOCATING GROUND REFERENCE POINTS, AND AFTER SOME MANEUVERING AT FULL POWER, THE ENGINE STOPPED. RESTART PROCEDURES DID NOT SUCCEED, SO A FORCED LANDING WAS MADE. NO FUEL WAS VISIBLE IN THE AIRCRAFT'S FUEL TANK AFTER THE ACCIDENT.



Brief of Accident (Continued)

File No. - 292

5/03/83

MURIETTA,CA

A/C Reg. No. N32RJ

Time (Lc1) - 1150 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - 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 - ROLL

Finding(s)

4. OBJECT - HIDDEN OBSTRUCTION(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 219      5/07/83      FURNACE CREEK, CA      A/C Reg. No. N9962V      Time (Lcl) - 1400 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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-320  
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 - UNK/NR  
Wind Dir/Speed- 040/008 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  
UPLAND, CA  
Destination  
FURNACE CREEK, CA

Airport Proximity  
ON AIRPORT

Airport Data

DEATH VALLEY  
Runway Ident - 30  
Runway Lth/Wid - 3300/ 70  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 596  
Make/Model- 571  
Instrument- 21  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RWY 33, THE PLT SAW SOFT TERRAIN AHEAD AS HE APPROACHED THE END OF THE RWY. HE ELECTED TO TURN LEFT OFF THE RWY TO STOP; HOWEVER, THE ACFT ENCOUNTERED SOFT TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 219

5/07/83

FURNACE CREEK, CA

A/C Reg. No. N9962V

Time (Lcl) - 1400 PDT.

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

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) 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. - 267      5/07/83      LODI, CA      A/C Reg. No. N6530K      Time (Lcl) - 0515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
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
Other	0	0	0	1

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

Make/Model      - GRUMMAN 164B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3200  
No. of Seats      - 1

Eng Make/Model - P & W R-985  
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      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAWN

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

LODI  
Runway Ident      - 08  
Runway Lth/Wid      - 3090/      24  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4668      Last 24 Hrs - 1  
Make/Model- 500      Last 30 Days- UNK/NR  
Instrument- 111      Last 90 Days- 150  
Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ROLLING FOR TAKEOFF AT DAWN WHEN IT COLLIDED WITH ANOTHER CROP DUSTER TAXIING IN THE OPPOSITE DIRECTION THE AIRCRAFT TAKING OFF HAD ROLLED ABOUT 100 FEET WHEN THE PILOT SAW A RED LIGHT ON THE RUNWAY AND ABORTED THE TAKEOFF AND ATTEMPTED TO STOP OR EVADE THE LIGHT. ALL EFFORTS TO TURN OR STOP WERE NOT SUCCESSFUL IN AVOIDING A COLLISION AND AT AN ESTIMATED 5 MPH UNDER HEAVY BRAKING THE AIRCRAFT NOSED DOWN AND COLLIDED AT THE SAME TIME. THE FUEL TANKS OF BOTH AIRCRAFT RUPTURED AND FIRE ERUPTED IMMEDIATELY. THE TAXIING CROP DUSTER WAS NOT BEING OPERATED INCIDENT TO FLIGHT.

Brief of Accident (Continued)

File No. - 267

5/07/83

LODI, CA

A/C Reg. No. N6530K

Time (Lc1) - 0515 PDT

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF

Finding(s)

1. LIGHT CONDITION - DAWN
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. - INADEQUATE - PILOT OF OTHER AIRCRAFT
  4. OBJECT - AIRCRAFT MOVING ON GROUND
- 

----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. - 369      6/04/83      REDDING, CA      A/C Reg. No. N80546      Time (Lcl) - UNK/NR

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

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

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

Make/Model	- YARNELL GRASS HOPPER	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	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- UNK/NR</p> <p>Visibility - UNK/NR</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 - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point MONTAGUE, CA</p> <p>Destination ORLAND, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO STEEP MOUNTAINOUS TERRAIN UNDER UNKNOWN CIRCUMSTANCES. THE WRECKAGE WAS 50 FEET BELOW A RIDGE LINE IN DEEP BRUSH. THE ENGINE AND NOSE SECTION WERE BURIED TO THE FIREWALL. EIGHT INCHES OF ONE PROP BLADE SHOWED ABOVE GROUND AND REVEALED NO RADIAL MARKS. THE ACFT WAS REFUELED AT MONTAGUE, CA WITH 14 GALS OF FUEL. THE PILOT TOLD THE FBO OPERATOR THERE THAT HE RECENTLY PURCHASED THE ACFT AND WAS TAKING IT TO TEXAS. HE ALSO STATED HE WAS PLANNING TO STOP AT ORLAND, CA FOR HIS NEXT REFUELING. THE ACFT DEPARTED MONTAGUE AT 1300 HRS. THE BOYS WHO FOUND THE ACFT ON 6/5/83 THOUGHT THEY SAW IN CIRCLING LAKE SHASTA AT 1600 ON 6/4/83.

Brief of Accident (Continued)

File No. - 369

6/04/83

REDDING,CA

A/C Reg. No. N80546

Time (Lc1) - UNK/NR

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    UNKNOWN

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2.    UNDETERMINED
- 

-----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. - 370      6/20/83      SUSANVILLE, CA      A/C Reg. No. N261KB      Time (Lcl) - 1825 PDT

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

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

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

Make/Model - CESSNA T337G	Eng Make/Model - CONTINENTAL TS10-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SPOKANE, WA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SUSANVILLE, CA	SUSANVILLE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 11
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 3750/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2123
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 3
	Aircraft Type - T337G	Make/Model- 1986
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Multi-Eng - 1986

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE DEPARTURE END OF THE RUNWAY DURING A GO-AROUND ATTEMPT AND COLLAPSED THE LANDING GEAR. THE PILOT STATED THAT THE BRAKES FAILED DURING LANDING AND HE ATTEMPTED A GO-AROUND. HE ALSO SAID HE RETRACTED ALL FLAPS AND SHOULD HAVE LEFT ONE THIRD DOWN. POST ACCIDENT INVESTIGATION OF THE BRAKE SYSTEM REVEALED NO DISCREPANCIES. BOTH BRAKES WERE SERVICED THE DAY OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 370

6/20/83

SUSANVILLE, CA

A/C Reg. No. N261KB

Time (Lcl) - 1825 PDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

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

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
6. 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) 1,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 262      2/13/83      ERIE,CO

A/C Reg. No. N59JT

Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - JOHN TYLEND A QUICKIE  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 520  
No. of Seats      - .1

Eng Make/Model      - ONAN B48M-GAD18  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 22 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/007 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  
ERIE,CO  
Destination  
LOCAL  
ATC/Airspace  
Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP  
Airport Data  
TRI-COUNTY  
Runway Ident      - 15  
Runway Lth/Wid      - 5280/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 228  
Make/Model- 1  
Instrument- 44  
Multi-Eng - 5  
Last 24 Hrs - 1  
Last 30 Days- 1  
Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER DURING TAKEOFF AT ABOUT 50 TO 75 FEET ABOVE THE RUNWAY. THE PILOT STATED THAT THE ENGINE RPM BEGAN TO SURGE. THE PILOT SAID HE DID NOT BELIEVE ENOUGH RUNWAY REMAINED FOR A LANDING ON THE AIRPORT SO HE MAINTAINED LEVEL FLT IN A SHALLOW RT TURN TO LAND IN A PLOWED FARM FIELD. THE AIRCRAFT TOUCHED DOWN AND BOUNCED. DURING THE SECOND TOUCHDOWN THE RIGHT WHEEL PANT DUG INTO THE MUD, TORE OFF THE CANARD AND SPUN THE ACFT 180 DEGREES TO A STOP. THE PILOT EXITED THE ACFT UNHURT. AFTER ABOUT ONE MINUTE OF WAITING THE PILOT RETURNED TO THE ACFT TO CUT THE SWITCHES. INVESTIGATION REVEALED THAT #2 CYLINDER IGNITION LEAD HAD SLIPPED PART WAY OUT OF THE COIL. THIS REDUCED THE FIRING VOLTAGE TO THE SPARK PLUG SO THAT THE ENGINE WAS RUNNING INTERMITTENTLY ON ONE CYLINDER.

Brief of Accident (Continued)

File No. - 262

2/13/83

ERIE,CO

A/C Reg. No. N59JT

Time (Lc1) - 1100 MST

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

Finding(s)

1. IGNITION SYSTEM,IGNITION COIL - INOPERATIVE
  2. IGNITION SYSTEM,HIGH TENSION WIRING - LOOSE
- 

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

-----

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

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 256      3/06/83      LIMON, CO      A/C Reg. No. N84822      Time (Lcl) - 0930 MST

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- NO -N/A
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	- 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	PUEBLO, CO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- IMC	STERLING, CO	
Wind Dir/Speed	- 360/017 KTS	ATC/Airspace	Runway Ident
Visibility	- .500 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 200 FT	Type of Clearance	- N/A
Lowest Ceiling	- 200 FT OBSCURED	Type Apch/Lndg	- N/A
Obstructions to Vision	- FOG		
Precipitation	- SNOW		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 245	Last 24 Hrs - 0
SE LAND	Months Since - 11	Make/Model - 245	Last 30 Days - 0
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A SNOW COVERED FIELD DURING IMC WEATHER. WITNESSES HEARD AND SAW AN ACFT FLYING LOW IN THE AREA OF THE ACCIDENT JUST BEFORE THE CRASH. THERE ARE NO KNOWN WITNESSES TO THE ACTUAL CRASH. THE ACFT WAS DISCOVERED SEVERAL HOURS LATER BY A SNOW PLOW OPERATOR PASSING ON A NEARBY ROAD. THE ACFT CRASHED IN A FLAT OPEN FIELD IN WINGS LEVEL, NOSE LOW, DESCENDING ATTITUDE ON A HEADING OF 135 DEGREES. THE WEATHER WAS INDEFINITE CEILINGS, 200 FEET, SKY OBSCURED, VISIBILITY LESS THAN ONE MILE WITH SNOW, WIND 360 DEGREES AT 17 KTS. THE PILOT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 256

3/06/83

LIMON, CO

A/C Reg. No. N84822

Time (Lcl) - 0930 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - HIGH WIND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
8. TERRAIN CONDITION - SNOW COVERED
9. WEATHER CONDITION - WHITEOUT
10. VFR FLIGHT INTO IMC - NOT POSSIBLE - PILOT IN COMMAND
11. 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) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 283      3/10/83      ENGLEWOOD, CO      A/C Reg. No. N46546      Time (Lc1) - 1510 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-62C

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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/009 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ENGLEWOOD, CO

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

ARAPAHOE

Runway Ident - 16

Runway Lth/Wid - 8500/ 101

Runway Surface - ASPHALT

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)

STUDENT

Age - 54

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 80      Last 24 Hrs - UNK/NR

Make/Model- 79      Last 30 Days- UNK/NR

Instrument- 1      Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT PILOTED BY A SOLO STUDENT RAN OFF THE RUNWAY AND NOSED OVER IN A SNOW BANK DURING LANDING. THE PILOT WAS PRACTICING SHORT FIELD LANDINGS. THE ACCIDENT OCCURRED DURING THE FIRST TOUCH AND GO. THE LANDING WAS GOOD AND THE PILOT RETRACTED FLAPS TO 10 DEGREES, ADDED POWER, AND AS THE AIRCRAFT ACCELERATED, IT STARTED TO VEER LEFT. THE PILOT SAID THERE WAS NO RESPONSE TO RUDDER AND HE DID NOT USE RIGHT BRAKE. THE AIRCRAFT LEFT THE RUNWAY, THE WHEELS DUG IN, AND THE AIRCRAFT NOSED OVER. THE RUNWAY IN USE WAS 16 AND THE WIND WAS 130 DEGREES AT NINE KNOTS. AN INVESTIGATOR FOUND THE LEFT WHEEL DIFFICULT TO ROTATE AT THE SCENE AFTER THE ACCIDENT. AN EXAMINATION OF THE BRAKE SYSTEM SHOWED NO EVIDENCE OF A MALFUNCTION.

Brief of Accident (Continued)

File No. - 283

3/10/83

ENGLEWOOD, CO

A/C Reg. No. N46546

Time (Lc1) - 1510 MST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING (MECHANICAL)
4. BRAKES (NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SNOWBANK
8. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND

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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 259      1/08/83      MILFORD,CT      A/C Reg. No. N9017Y      Time (Lcl) - 1400 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		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 - ROBINSON R22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1300	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	OFF AIRPORT/STRIP
Method - TELEPHONE	ELLINGTON,CT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	STRATFORD,CT	SIKORSKI MEMORIAL
Wind Dir/Speed- 310/016 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR 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		

-----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 - 1450
SE LAND	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - R22	Make/Model- 1175
		Instrument- 0
		Last 30 Days- 50
		Last 90 Days- 100
		Rotorcraft - 1200

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER COLLIDED WITH A TELEPHONE POLE DURING AN AUTOROTATION FORCED LANDING AFTER AN ENGINE MALFUNCTION. THE AIRCRAFT WAS CRUISING AT 500 FEET WHEN THERE WAS AN AUDIBLE DECREASE IN MAIN ROTOR AND ENGINE RPM. THE ROTOR RPM WAS BETWEEN 80-85 PERCENT WHEN THE INSTRUCTOR PILOT TOOK CONTROL FROM THE STUDENT. DURING AN AUTOROTATIVE LANDING, THE INSTRUCTOR MANEUVERED TO AVOID WIRES WHILE LANDING ON A DOWNHILL STREET, AWAY FROM AUTOMOBILE TRAFFIC. THE AUTOROTATION WAS ALMOST COMPLETE WHEN THE ROTOR STRUCK A TELEPHONE POLE AND ROLLED THE AIRCRAFT ON ITS SIDE. THE LOW RPM WARNING HORN AND CAUTION LIGHT DID NOT WORK AS PROGRAMMED. THE BATTERY TERMINAL WERE FOUND CORRODED AND THE BATTERY VOLTAGE WAS FOUND TO BE LOW. ELECTRICAL WIRE #19 WAS FOUND DISCONNECTED FROM THE ALTERNATOR SWITCH WHERE THE WIRE HAD BEEN SOLDERED TO THE SWITCH. AN EXAMINATION REVEALED THAT THE SOLDER ADHESION WAS GOOD, BUT THE WIRE HAD NOT BEEN PASSED THRU THE TERMINAL POST & WRAPPED BEFORE IT WAS SOLDERED. NO OTHER PREIMPACT MALFUNCTIONS OR FAILURES WERE FOUND.



Brief of Accident (Continued)

File No. - 259

1/08/83

MILFORD,CT

A/C Reg. No. N9017Y

Time (Lc1) - 1400 EST

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

Finding(s)

1. UNDETERMINED

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

2. ELECTRICAL SYSTEM,ELECTRIC WIRING - DISCONNECTED  
3. MAINTENANCE,INSTALLATION - IMPROPER -  
4. ELECTRICAL SYSTEM,ALTERNATOR - INOPERATIVE  
5. ELECTRICAL SYSTEM,BATTERY - CORRODED  
6. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL  
7. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW  
8. WARNING SYSTEM(OTHER) - INOPERATIVE

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

Finding(s)

9. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

10. TERRAIN CONDITION - HIGH OBSTRUCTION(S)  
11. OBJECT - DOWNHILL  
12. OBJECT - VEHICLE  
13. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)  
14. OBJECT - UTILITY POLE

Occurrence #5      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9,10,11,12,13,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 308      5/17/83      WATERFORD,CT      A/C Reg. No. N11234      Time (Lc1) - 1430 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

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

Eng Make/Model      - CONTINENTAL O-200A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/YES  
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- 340/010 KTS  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
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

NEW LONDON  
Runway Ident      - 33  
Runway Lth/Wid      - 1900/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12120	Last 24 Hrs	- 1
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	40	Last 90 Days-	20
Multi-Eng	- 2520		

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT EXPERIENCED A POWER LOSS SHORTLY AFTER TAKEOFF AND COLLIDED WITH A TREE DURING THE FORCED LANDING. BEFORE THE FLIGHT THE ONLY FUEL CHECK DESCRIBED WAS LOOKING AT THE FUEL GAUGES WHICH INDICATED ONE QUARTER TO ONE THIRD FULL. DURING TAKEOFF AT ABOUT 100 FEET AGL THE ENGINE QUIT. TO AVOID POWERLINES THE PILOT MADE A FLAT SKIDDING TURN, THE ENGINE STARTED AND RAN A FEW SECONDS. THE PILOT STATED THAT WITH THROTTLE PUMPING THE ENGINE STARTED A 2ND TIME AND AGAIN QUIT. THE ACFT HIT A TREE BUT THE PILOT MAINTAINED CONTROL AND LANDED DOWNHILL. THE ACFT NOSED OVER AND CAME TO REST INVERTED NEAR A DIRT ROAD.

Brief of Accident (Continued)

File No. - 308

5/17/83

WATERFORD,CT

A/C Reg. No. N11234

Time (Lc1) - 1430 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - IMPROPER
4. REFUELING - NOT OBTAINED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

6. OBJECT - TREE(S)

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) 2,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 361      1/02/83      NEAR VERO BEACH, FL      A/C Reg. No. N35590      Time (Lc1) - 1930 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 -MANEUVERING			0	0	0
					None
					1
					1

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

Make/Model - PIPER PA-32-301R	Eng Make/Model - LYCOMING IO-540	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 - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STATSBORO, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 296
SE LAND	Months Since - UNK/NR	Make/Model- 81
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREE TOPS DURING A NIGHT FLIGHT BUT THE PILOT WAS ABLE TO MAINTAIN CONTROL AND LAND AT A NEARBY AIRPORT. ACCORDING TO THE PILOT HE WAS ON APPROACH TO FORT PIERCE AIRPORT WHEN THE ACCIDENT OCCURRED. HOWEVER ACCORDING TO SOME WITNESSES WHO WERE FISHING, A DARKENED ACFT CAME OVER THEIR POSITION IN A REMOTE AREA ABOUT 13 MILES WEST OF VERO BEACH AND CLIPPED THE TOPS OF CYPRESS TREES. CYPRESS TREE DEBRIS WAS FOUND IN THE WING OF THE DAMAGED ACFT. THE PILOT WAS UNABLE TO STATE THE RUNWAY HE WAS USING AT FT. PIERCE WHEN QUESTIONED LATER.

Brief of Accident (Continued)

File No. - 361

1/02/83

NEAR VERO BEACH, FL

A/C Reg. No. N35590

Time (Lc1) - 1930 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. BUZZING - PERFORMED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 288      1/10/83      NEW SMYRNA BCH,FL      A/C Reg. No. N278Q      Time (Lcl) - 1400 EST

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

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

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

Make/Model	- ENSTROM F-28A	Eng Make/Model	- LYCOMMING HIO-360-C1B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2150	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 205 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/006 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - 700 FT</p> <p>Lowest Ceiling - 700 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">VERO BEACH,FL</p> <p>Destination</p> <p style="text-align: center;">NEW SMYRNA BEAC,FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p style="text-align: center;">NEW SMYRNA BEACH</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 3215/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1063
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 7
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 74
		Multi-Eng - 56
		Last 24 Hrs - 7
		Last 30 Days- 7
		Last 90 Days- 7
		Rotorcraft - 479

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NEWLY PURCHASED HELICOPTER WAS BEING FERRIED TO MARYLAND. DURING ARRIVAL TO NEW SMYRNA BEACH, FL, THE 1ST PLANNED STOP, THE PLT EXECUTED A LANDING APPROACH TO RWY 2. AFTER COMING TO A HOVER, THE HELICOPTER LOST ROTOR RPM DURING A PEDAL TURN TO A DOWNWIND HEADING. AN IMMEDIATE APPLICATION OF POWER FAILED TO PREVENT THE RIGHT SKID FROM CONTACTING THE GROUND AND THE HELICOPTER ROLLED OVER ON ITS SIDE. THE PLT REPORTED THAT THE WIND HAD SWUNG THE TAILBOOM TO THE LEFT BEFORE ROTOR RPM WAS LOST. HE REPORTED THE WIND WAS FROM 020 DEG AT 10 GUSTING 15 KTS. AT DAYTONA BEACH, FL (15 MI NNW), THE WIND AT 1347 EST WAS FROM 350 DEG AT 6 KTS.

Brief of Accident (Continued)

File No. - 288

1/10/83

NEW SMYRNA BCH,FL

A/C Reg. No. N278Q

Time (Lc1) - 1400 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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) 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. - 360      1/29/83      RIVERVIEW, FL      A/C Reg. No. N74822      Time (Lcl) - 1300 EST

-----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 -27 E	NONE	Pass	0	0	1	0	
Accident Occurred During -MANEUVERING							

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

Make/Model - BELL 47G2	Eng Make/Model - LYCOMING VO-435-A1E	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 240 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6692
SE LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - 47G2	Make/Model- 4969
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14
		Rotorcraft - 4969

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT HE LOST CONTROL OF THE ACFT AFTER A BIRD HIT HIM ON THE RIGHT TEMPLE WHILE FLYING AT ABOUT 15 FEET ABOVE THE WATER. THE ACFT WAS TRAVELING AT ABOUT 50 MPH WHEN THE BIRD FLEW IN THROUGH LEFT DOOR OPENING. THE PILOT LOST CONTROL OF THE ACFT AND IT THEN CRASHED INTO THE OCEAN.



Brief of Accident (Continued)

File No. - 360

1/29/83

RIVERVIEW, FL

A/C Reg. No. N74822

Time (Lc1) - 1300 EST

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

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

Finding(s)

1. OBJECT - BIRD(S)
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT - 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. - 374      1/29/83      TALLAHASSEE, FL      A/C Reg. No. N5459G      Time (Lcl) - 1650 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - MESSER SCORPION T00  
Landing Gear - SKID  
Max Gross Wt - 1235  
No. of Seats - 2

Eng Make/Model - ROTORWAY RW-133  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 133 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 170/010 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 4900 FT SCATTERED  
Lowest Ceiling - NONE  
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 - 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  
HELICOPTER

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	79	Last 24 Hrs	-	1
Make/Model	-	78	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	UNK/NR
			Rotorcraft	-	78

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER COLLIDED WITH TREES WHILE ON A LOCAL PERSONAL FLIGHT. ACCORDING TO WITNESSES THE ACFT WAS FLYING LOW OVER THE TREES. SEVERAL LOUD BACKFIRES WERE HEARD AND THE HELICOPTER CRASHED IN A WOODED AREA. THE ACFT DESCENDED ALMOST VERTICALLY WITH THE FUSELAGE IN A FLAT LEVEL ATTITUDE. THE LEFT CARBURETOR WAS FOUND SEPARATED AT THE FLOATING FLANGE AND INTAKE MANIFOLD. THE SPARK PLUGS SHOWED EVIDENCE OF LEAN MIXTURE AND HOT COMBUSTION ASSOCIATED WITH INTAKE MANIFOLD LEAKAGE.

Brief of Accident (Continued)

File No. - 374

1/29/83

TALLAHASSEE, FL

A/C Reg. No. N5459G

Time (Lc1) - 1650 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - SEPARATION
2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. AUTOROTATION - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 324      1/29/83      PALMETTO, FL      A/C Reg. No. N8923J      Time (Lcl) - 1530 EST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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	Last Departure Point	ON AIRSTRIP
Method - N/A	TAMPA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALMETTO, FL	MANATEE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 07
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 232
SE LAND	Months Since - UNK/NR	Make/Model- 147
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL. THE AIRCRAFT VEERED TO THE LEFT AND WENT OFF THE RUNWAY COLLIDING WITH A DRAINAGE DITCH AND FENCE. NO MECHANICAL FAILURE OF MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 324

1/29/83

PALMETTO, FL

A/C Reg. No. N8923J

Time (Lc1) - 1530 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 - NOT CORRECTED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - DITCH
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 316      1/30/83      TAMPA, FL      A/C Reg. No. N679JB      Time (Lcl) - 1940 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 - TAKEOFF					

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

Make/Model - PACE THORP-T-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VALDOSTA, GA	TAMPA-VANDENBERG
Wind Dir/Speed- 210/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3260/ 65
Lowest Sky/Clouds - 4000 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1115
SE LAND	Months Since - 34	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 200
		Multi-Eng - 957
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED LEFT DURING TAKEOFF AND COLLIDED WITH A VASI LIGHT. THE PILOT STATED TO A WITNESS THAT HE KNEW HE WAS GOING LEFT BUT THOUGHT HE WOULD BE AIRBORNE BEFORE LEAVING THE RUNWAY. THE LEFT RUDDER CABLE WAS FRAYED AND BROKE SOMETIME IN THE TAKEOFF SEQUENCE. THE PILOT FLEW TO TAMPA INTERNAT'L AND LANDED WHERE THE ACFT GROUNDLOOPED DURING LANDING DUE TO DAMAGE INCURRED IN THE VASI COLLISION.

Brief of Accident (Continued)

File No. - 316

1/30/83

TAMPA, FL

A/C Reg. No. N679JB

Time (Lcl) - 1940 EST

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

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - LOSS, PARTIAL
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - AIRPORT FACILITY
- 

Occurrence #3            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 321      2/08/83      FT. MYERS, FL      A/C Reg. No. N9561Y      Time (Lc1) - 1329 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 - CESSNA T-210  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4000  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STUART, FL

Destination

FT. MYERS, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 957      Last 24 Hrs - 1

Make/Model- 37      Last 30 Days- UNK/NR

Instrument- 67      Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER IN A SWAMPY AREA DURING A FORCED LANDING FOLLOWING AN ENGINE FAILURE. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THE TWO OCCUPANTS OF THE ACFT RECEIVED MINOR INJURIES. THE PILOT INDICATED THAT HE BELIEVED HE HAD ENOUGH FUEL FOR THE CROSS-COUNTRY AND DID NOT CHECK THE FUEL AT HIS ONE ENROUTE STOP. NO MECHANICAL MALFUNCTIONS OR FAILURES WERE REPORTED.



Brief of Accident (Continued)

File No. - 321

2/08/83

FT. MYERS, FL

A/C Reg. No. N9561Y

Time (Lcl) - 1329 EST

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

Finding(s)

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

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

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

-----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. - 311      2/19/83      YEEHAW JUNCTION, FL      A/C Reg. No. N49132      Time (Lc1) - 1150 EST

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

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

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

Make/Model - CESSNA C-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-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	TAMPA, FL	
Completeness - UNK/NR	Destination	<b>Airport Data</b>
Basic Weather - VMC	FT. PIERCE, FL	Runway Ident - UNK/NR
Wind Dir/Speed- 110/011 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 43
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 43
		Last 30 Days- 1
		Instrument- 2
		Last 90 Days- 13

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE STUDENT PILOT THE AIRCRAFT WAS FUELED TO MAXIMUM CAPACITY PRIOR TO DEPARTURE ON A CROSS COUNTRY FLIGHT. APPROXIMATELY 3.2 HOURS LATER THE ENGINE QUIT AND THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING IN A WOODED AREA. SUBSEQUENT ENGINE TESTS FAILED TO REVEAL EVIDENCE TO SUGGEST THAT THE ENGINE FUEL COMSUMPTION WAS ABNORMALLY HIGH.

Brief of Accident (Continued)

File No. - 311

2/19/83

YEEHAW JUNCTION, FL

A/C Reg. No. N49132

Time (Lcl) - 1150 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 - 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 372      2/21/83      BOCA RATON, FL      A/C Reg. No. N2254X      Time (Lcl) - 0940 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	1

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

Fire  
NONE

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

Make/Model - HUGHES 500-369HS  
Landing Gear - SKID  
Max Gross Wt - 3000  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C18  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 278 HP

ELT Installed/Activated - UNK/NR  
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- 090/018 KTS  
Visibility - 12.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - 30000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WEST PALM BEACH, FL  
Destination  
FT. LAUDERDALE, FL

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 - 33  
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 - 1783  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE FLT EXPERIENCED A TOTAL ENG POWER LOSS & THE ACFT WAS DITCHED IN THE INTRACOASTAL WATERWAY.  
ALL EXAMINATIONS & TESTS CONDUCTED DURING THE INVESTIGATION REVEALED NO EVIDENCE OF A PREIMPACT FAILURE OR MALFUNCTION  
OF THE AIRFRAME OR ENG.

Brief of Accident (Continued)

File No. - 372

2/21/83

BOCA RATON, FL

A/C Reg. No. N2254X

Time (Lc1) - 0940 EST

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

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

Occurrence #2      DITCHING  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND  
-----

-----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. - 286      3/02/83      LEHIGH ACRES, FL      A/C Reg. No. N8445G      Time (Lcl) - 1830 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 -APPROACH		Pass 0	0	0	2

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-230-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
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	FT. MYERS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LNDG	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 947
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 48
		Instrument- 98
		Last 30 Days- UNK/NR
		Last 90 Days- 318
		Multi-Eng - 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED, ENGINE-OUT, EMERGENCY, THE STUDENT ELECTED TO MAKE AN APPROACH TO A PAVED ROAD. WHILE TURNING TO A FINAL APPROACH AT ABOUT 300 FT AGL, THE INSTRUCTOR PILOT (CFI) OBSERVED POWER LINES IN THEIR PATH. THE CFI ADVISED THE STUDENT TO GO AROUND. THE STUDENT RAISED THE NOSE WITHOUT ADDING POWER AND THE ACFT BEGAN TO STALL. THE CFI IMMEDIATELY TRIED TO ASSUME CONTROL OF THE PLANE, BUT AT FIRST, THE STUDENT WOULD NOT RELINQUISH THE CONTROLS. THE CFI FINALLY RECOVERED FROM THE STALL. REPORTEDLY HE HAD TO FLY BENEATH THE POWER LINES. THE ACFT CLEARED UNDER THE POWER LINES, BUT THE LEFT WING STRUCK AN 8 FT STREET SIGN. THE OUTBOARD 4 FT OF THE WING SEPARATED AND THE PLANE CRASHED.

Brief of Accident (Continued)

File No. - 286

3/02/83

LEHIGH ACRES, FL

A/C Reg. No. N8445G

Time (Lc1) - 1830 EST

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

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. GO-AROUND - INITIATED - PILOT IN COMMAND(CFI)
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. PROPER ASSISTANCE - DELAYED - PILOT IN COMMAND(CFI)
7. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT
8. STALL - INADVERTENT -

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

Occurrence #3      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) 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. - 333      3/09/83      FT. LAUDERDALE, FL      A/C Reg. No. N26506      Time (Lcl) - 1246 EST

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

Type Operating Certificate - COMMUTER Name of Carrier - AERO COACH AVIATION INT'L Type of Operation - SCHEDULED, DOMESTIC, PASSENGER Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage DESTROYED Fire NONE	<table border="0"> <tr> <td></td> <th colspan="4">Injuries</th> </tr> <tr> <td></td> <th>Fatal</th> <th>Serious</th> <th>Minor</th> <th>None</th> </tr> <tr> <td>Crew</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> </tr> <tr> <td>Pass</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> </tr> </table>		Injuries					Fatal	Serious	Minor	None	Crew	0	0	0	1	Pass	0	0	0	2
	Injuries																					
	Fatal	Serious	Minor	None																		
Crew	0	0	0	1																		
Pass	0	0	0	2																		

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

Make/Model - CESSNA 402C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 6885 No. of Seats - UNK/NR	Eng Make/Model - CONTINENTAL TSIO-520-VB Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 325 HP	ELT Installed/Activated - YES/YES Stall Warning System - UNK/NR
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-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 270/003 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point TREASURE CAY Destination SAME AS ACC/INC  <b>ATC/Airspace</b> Type of Flight Plan - UNK/NR Type of Clearance - UNK/NR Type Apch/Lndg - FORCED LANDING	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND	Age - 30 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - 402C	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) <table border="0"> <tr> <td>Total - 2999</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model - 190</td> <td>Last 30 Days - UNK/NR</td> </tr> <tr> <td>Instrument - 479</td> <td>Last 90 Days - 100</td> </tr> <tr> <td>Multi-Eng - 2393</td> <td></td> </tr> </table>	Total - 2999	Last 24 Hrs - 4	Make/Model - 190	Last 30 Days - UNK/NR	Instrument - 479	Last 90 Days - 100	Multi-Eng - 2393	
Total - 2999	Last 24 Hrs - 4									
Make/Model - 190	Last 30 Days - UNK/NR									
Instrument - 479	Last 90 Days - 100									
Multi-Eng - 2393										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED IN THE ATLANTIC OCEAN FOLLOWING ENGINE FAILURE. THE PILOT ESTAMATED FUEL ON BOARD DURING PRE-FLIGHT FROM THE ELECTRONIC FUEL GAUGES. THE ACFT FLEW 2 HRS AND 16 MINUTES BEFORE THE ENGINES QUIT IN A MODE OF FUEL EXHAUSTION WITH SURGING PRIOR TO STOPPING. POST ACCIDENT INVESTIGATION USING FUEL SLIPS REVEALED A FUEL BURN WITHIN 10 TO 15 GALS OF FUEL EXHAUSTION. THE FUEL GAUGES FAILED ON THE LAST LEG OF THE FLT AND THE PASSENGERS STATED THE PILOT PAID A LOT OF ATTENTION TO THESE GAUGES. THE PILOT WANTED TO DIVERT TO FREEPORT BUT DID NOT BECAUSE THE WEATHER WAS BELOW MINIMUMS. AFTER DITCHING THE ACFT SANK IN 800 FEET OF WATER.



Brief of Accident (Continued)

File No. - 333

3/09/83

FT. LAUDERDALE, FL

A/C Reg. No. N26506

Time (Lc1) - 1246 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - ERRATIC
  4. REFUELING - NOT POSSIBLE - PILOT IN COMMAND
  5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  6. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 314      3/14/83      LAKELAND, FL

A/C Reg. No. N3132S

Time (Lcl) - 1735 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 - DEMO  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire NONE  
Crew Pass

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

Make/Model - GARY MATTHEWS QUICKSILVER MX II	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data  
Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 260/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 8000 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  
ON AIRPORT  
Airport Data  
LAKELAND MUNC.  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8502
SE LAND, ME LAND	Months Since - 4	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 1042
		Multi-Eng - 7724
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SAND HILL AT THE DEPARTURE END OF THE RUNWAY WHEN THE ACFT FAILED TO ACCELERATE SUFFICIENTLY FOLLOWING A PARTIAL POWER LOSS DURING TAKEOFF. ACCORDING TO THE OPERATOR SPARK PLUG FOULING IN THE ENGINE WAS THE CAUSE OF THE PARTIAL POWER LOSS.

Brief of Accident (Continued)

File No. - 314

3/14/83

LAKELAND, FL

A/C Reg. No. N3132S

Time (Lc1) - 1735 EST

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
- 

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

Finding(s)

2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  3. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
  4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #3        COMPLETE GEAR COLLAPSED  
Phase of Operation    TAKEOFF - INITIAL CLIMB

-----

Occurrence #4        NOSE OVER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 336      3/18/83      ST. PETERSBURG, FL      A/C Reg. No. N9020M      Time (Lcl) - 1455 EST

-----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	-HOVER					

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

Make/Model	- HUGHES 269A	Eng Make/Model	- LYCOMING HIO-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	ST. PETERSBURG
Wind Dir/Speed	- 250/017 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 669	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 2	Make/Model- 42	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 115	Last 90 Days- 290
		Multi-Eng - 18	Rotorcraft - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER CONTACTED THE GROUND WITH A SKID DURING A HOVER AND ENDED UP IN A DYNAMIC ROLL OVER. THIS WAS A DUAL INSTRUCTIONAL FLT AND THE STUDENT WAS AT THE CONTROLS IN A HOVER AT THE RUNWAYS END AWAITING TWR INSTRUCTIONS WHEN THE RIGHT SKID BECAME STUCK IN BOGGY GROUND. THE INSTRUCTOR GOT ON THE CONTROLS TO RECOVER BUT THE ACFT ROLLED OVER ON ITS SIDE BEFORE RECOVERY WAS ACCOMPLISHED. THE OCCUPANTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 336

3/18/83

ST. PETERSBURG, FL

A/C Reg. No. N9020M

Time (Lc1) - 1455 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       HOVER

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2            ROLL OVER  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 307      3/19/83      NEAR LAKELAND, FL      A/C Reg. No. N84FP      Time (Lcl) - 1745 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	-LANDING	NONE	Pass 0	0	0	1

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING D-320	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 - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/008 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">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</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PRIVATE</p> <p>Runway Ident - 60</p> <p>Runway Lth/Wid - 3000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----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 - 161
SE LAND	Months Since - 1	Make/Model- 119
	Aircraft Type - C-172	Instrument- 9
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 88

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED OFF THE RUNWAY AND COLLIDED WITH TREES DURING LANDING, THERE WERE NO INJURIES TO THE AIRCRAFT OCCUPANTS. THE PILOT SAID HE MADE A NORMAL SOFT FIELD LANDING ON HIS PRIVATE GRASS STRIP. WHEN HE PASSED THE LARGE TREES THE WIND PUSHED THE ACFT TO THE LEFT. THE PILOT REMEMBERED THE SMALL TREES TOO LATE AND BELIEVED HE COULD HAVE STOPPED BEFORE THE COLLISION.

Brief of Accident (Continued)

File No. - 307

3/19/83

NEAR LAKELAND, FL

A/C Reg. No. N84FP

Time (Lc1) - 1745 EST

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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 OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 323      3/19/83      HIGHSRINGS,FL      A/C Reg. No. N1975S      Time (Lcl) - 1550 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - MOLINO OY PIK 20  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 880  
No. of Seats      - 1

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 290/010 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
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

RUDY'S GLIDER PORT  
Runway Ident      - 16  
Runway Lth/Wid      - 3000/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND,SE SEA,ME SEA

Age - 64

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 7230	Last 24 Hrs	- UNK/NR
Make/Model-	127	Last 30 Days-	UNK/NR
Instrument-	600	Last 90 Days-	UNK/NR
Multi-Eng	- 1000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORT OF THE RUNWAY DURING A PLEASURE FLIGHT. THE PILOT WAS NOT INJURED. THE PILOT STATED THAT HE DESCENDED BELOW THE TREE LINE AND ENCOUNTERED A WIND SHEAR. HE TRADED ALTITUDE FOR AIRSPEED AND THE ACFT ENCOUNTERED THE TOP WIRE OF A FENCE. THE ACFT CONTINUED ON TOWARD THE INTENDED POINT OF LANDING KNOCKING DOWN 2 FENCE POSTS. THE ACFT CAME TO REST AT THE RUNWAYS EDGE.



Brief of Accident (Continued)

File No. - 323

3/19/83

HIGHSPRINGS,FL

A/C Reg. No. N1975S

Time (Lc1) - 1550 EST

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Occurrence #1       UNDERSHOOT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 304      3/23/83      LANTANA, FL      A/C Reg. No. N5547P      Time (Lcl) - 1000 EST

-----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	-TAKEOFF			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	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	PALM BEACH COUNTY	
Wind Dir/Speed	- 120/008 KTS	Runway Ident	- 33
Visibility	- 12.0 SM	Runway Lth/Wid	- 3485/ 150
Lowest Sky/Clouds	- 3000 FT SCATTERED	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 70	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 70	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 2	Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT ON A SUPERVISED SOLO FLIGHT IN A CESSNA 152 COLLIDED WITH A REMOTE CONTROLLED MODEL AIRPLANE DURING CLIMB OUT THROUGH 400 FEET. THE ACFT WAS DAMAGED BUT THE PILOT WAS NOT INJURED. THE MODEL AIRPLANE WAS BEING OPERATED FROM AN ADJACENT PARK, BY THE APPROVAL OF THE PALM BEACH COUNTY PARKS DEPT.

Brief of Accident (Continued)

File No. - 304

3/23/83

LANTANA, FL

A/C Reg. No. N5547P

Time (Lc1) - 1000 EST

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Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. EQUIPMENT, OTHER - IMPROPER USE OF - OTHER PERSON

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INFORMATION INSUFFICIENT - OTHER PERSONNEL

3. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER GOVT ORGANIZATION

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----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. - 313      3/26/83      DAYTONA BEACH, FL      A/C Reg. No. N6595L      Time (Lc1) - 1507 EST

-----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	- 1675	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 - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/016 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3800 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</p> <p>LAKELAND, FL</p> <p>Destination</p> <p>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 - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DAYTONA BEACH</p> <p>Runway Ident - 06R</p> <p>Runway Lth/Wid - 3197/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 52
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 52
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPEd AND LEFT THE RUNWAY DURING A LANDING IN STRONG CROSS-WINDS ON A STUDENT CROSS-COUNTRY FLIGHT. THE STUDENT PILOT HAD BEEN ENDORSED TO FLY IN WINDS OF NOT GREATER THAN 12 KTS VELOCITY BUT DEPARTED LAKELAND FOR DAYTONA BEACH WITH THE WINDS FORECAST TO BE GREATER THAN 12 KTS IN VIOLATION OF HIS ENDORSEMENT. ON LANDING AT DAYTONA THE STUDENT LOST CONTROL OF THE ACFT AND RAN OFF THE RUNWAY IN WINDS REPORTED TO BE FROM 140 DEGREES AT 16 KTS GUSTING TO 22 KTS.

Brief of Accident (Continued)

File No. - 313

3/26/83

DAYTONA BEACH, FL

A/C Reg. No. N6595L

Time (Lcl) - 1507 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE DOWN  
Phase of Operation      LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 306      3/27/83      OCALA, FL      A/C Reg. No. N123WK      Time (Lcl) - 1930 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During -LANDING			0	0	0	1
						3

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - UNK/NR	
No. of Seats - 8	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OZARK,AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	OCALA MUNICIPAL
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5007/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - ILS - LOCALIZER ONLY	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4370
SE LAND,ME LAND	Months Since - 1	Make/Model- 93
	Aircraft Type - UNK/NR	Instrument- 519
		Multi-Eng - 2068
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN WHILE ON A LOCALIZER 36 APPROACH AT OCALA, FL THE WEATHER WAS IMC AND THE FLIGHT WAS ON AN IFR CLEARANCE. THE ACFT WAS DAMAGED BUT THE OCCUPANTS WERE NOT INJURED. THE PILOT STATED THAT WHILE ON THE FINAL SEGMENT OF THE LOCALIZER 36 APPROACH HE BROKE OUT OF THE OVERCAST AT 600 FEET AND SAW THE RUNWAY TO HIS RIGHT AT ABOUT ONE MILE. ON TURNING TOWARD THE RUNWAY HE ENTERED A LAYER OF FOG AND DESCENDED TO GROUND CONTACT. A RECOVERY WAS MADE AND THE ACFT WAS FLOWN OUT OF THE FOG AND LANDED ON RUNWAY 36 WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 306

3/27/83

OCALA, FL

A/C Reg. No. N123WK

Time (Lcl) - 1930 EST

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

Finding(s)

1. IFR PROCEDURE - INACCURATE - PILOT IN COMMAND
  2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. PROPER ALIGNMENT - 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. - 315      4/06/83      VERO BEACH, FL      A/C Reg. No. N61113      Time (Lc1) - 1730 EST

-----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	-TAKEOFF					

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

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	NEW HIBISCUS
Wind Dir/Speed- 130/010 KTS		ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 160
Lowest Sky/Clouds - 2500 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 29
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT DURING THE TAKEOFF PORTION OF A TOUCH AND GO LANDING POWER WAS APPLIED, THE ACFT WENT OUT OF CONTROL AND RAN OFF THE LEFT SIDE OF THE RUNWAY STRIKING TREES.



Brief of Accident (Continued)

File No. - 315

4/06/83

VERO BEACH, FL

A/C Reg. No. N61113

Time (Lcl) - 1730 EST

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

Finding(s)

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

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

Finding(s)

3. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 305      4/12/83      VERO BEACH, FL      A/C Reg. No. N8724U      Time (Lcl) - 1056 EST

-----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	0	0	0	1
Accident Occurred During	-LANDING	NONE	0	0	0	0
		Crew				
		Pass				

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

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200-A-48	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
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 - 120/006 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">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 - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">VERO BEACH MUNC.</p> <p>Runway Ident - 29R</p> <p>Runway Lth/Wid - 2650/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 56</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 56</td> <td>Last 30 Days</td> <td>- 1</td> </tr> <tr> <td>Instrument</td> <td>- 0</td> <td>Last 90 Days</td> <td>- 15</td> </tr> </table>	Total	- 56	Last 24 Hrs	- 1	Make/Model	- 56	Last 30 Days	- 1	Instrument	- 0	Last 90 Days	- 15
Total	- 56	Last 24 Hrs	- 1											
Make/Model	- 56	Last 30 Days	- 1											
Instrument	- 0	Last 90 Days	- 15											

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED OFF THE RUNWAY, COLLIDED WITH A HOLE AND NOSED OVER DURING LANDING ROLL. THIS WAS A STUDENT TRAINING FLIGHT. THE STUDENT PILOT WAS NOT INJURED. THE WIND WAS REPORTED AS A TAIL WIND.

Brief of Accident (Continued)

File No. - 305

4/12/83

VERO BEACH, FL

A/C Reg. No. N8724U

Time (Lc1) - 1056 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 - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 373      4/16/83      PENSACOLA, FL      A/C Reg. No. N3711N      Time (Lc1) - 1410 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 -TAKEOFF					

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

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1G6D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 3916	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	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	PENSACOLA REGIONAL
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7002/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LNDG	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 270
SE LAND, ME LAND	Months Since - 15	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 162
		Instrument- 103
		Multi-Eng - 162
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED WITH THE GEAR RETRACTED AFTER A DOOR OPENED DURING TAKEOFF. THE PILOT STATED THAT AT ABOUT 100 FEET AGL AFTER THE GEAR HAD BEEN RETRACTED THE PILOTS DOOR CAME OPEN. ACCORDING TO THE PILOT THE ACFT BECAME ERRATIC WITH THE DOOR BANGING AGAINST HIS LEFT ARM & SIDE. HE ELECTED TO LAND ON THE REMAINING RUNWAY AND FAILED TO EXTEND THE GEAR FOR THE LANDING. THE ACFT WAS LANDED GEAR UP. THE PILOT STATED THAT THE GEAR WARNING HORN DID NOT OPERATE. INVESTIGATION REVEALED THAT THE GEAR WARNING HORN AND LANDING GEAR SYSTEM OPERATED NORMALLY. ALSO THE MANUFACTURER REVEALED THAT THIS ACFT HANDLES QUITE WELL WITH THE DOOR OPEN IN FLT.

Brief of Accident (Continued)

File No. - 373

4/16/83

PENSACOLA, FL

A/C Reg. No. N3711N

Time (Lc1) - 1410 CST

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

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
  4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  5. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  6. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 310      4/28/83      SEBRING, FL      A/C Reg. No. N57WC      Time (Lcl) - 1000 EDT

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

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

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

Make/Model - CARTER PITTS SPECIAL S-1	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR.	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SEBRING
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 300
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 407
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED BEHIND A PIPER NAVAJO AND ROLLED RIGHT AND LEFT STRIKING BOTH WING TIPS BEFORE NOSING OVER. THE PILOT BELIEVES SHE ENCOUNTERED VORTEX TURBULENCE FROM THE PIPER NAVAJO WHICH LANDED IN FRONT OF HER. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 310

4/28/83

SEBRING, FL

A/C Reg. No. N57WC

Time (Lc1) - 1000 EDT

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

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
  2. CLEARANCE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 251      1/11/83      MADISON, GA      A/C Reg. No. N52OR      Time (Lcl) - 1450 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91D	NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOFF						

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

Make/Model - LOCKHEED 18-56	Eng Make/Model - WRIGHT R-1820-56	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 19500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 1300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	MADISON MUNICIPAL
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3200/ 50
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 - DAWN		

-----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 - 15245
SE LAND,ME LAND	Months Since - 1	Make/Model- 28
	Aircraft Type - L-18-56	Instrument- 2218
		Multi-Eng - 12675
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER HE TAXIED TO THE RWY, THE #1 OIL TEMP WAS NOT UP TO THE MINIMUM TEMP. HE SET THE PARKING & ADVANCED THE #1 THROTTLE TO 1500 RPM UNTIL THE ENGINE WARMED UP. WHEN BOTH OIL TEMPS WERE WITHIN LIMITS, HE ADVANCED BOTH THROTTLES TO 30 INCHES MP & 2250 RPM FOR A PRETAKEOFF CHECK. AT THAT TIME, HE USED THE NORMAL (TOE) BRAKES, SINCE THE PARKING BRAKE WOULD NOT HOLD THE ACFT ABOVE APRX 1700 RPM. HE THEN APPLIED FULL POWER & RELEASED THE BRAKES FOR TAKEOFF. AS HE STARTED TO ROLL WITH A SLIGHT LEFT X-WIND, THE ACFT BEGAN DRIFTING LEFT. HE CORRECTED WITH RIGHT RUDDER, SOME RIGHT BRAKE & RIGHT AILERON. THE ACFT THEN BEGAN DRIFTING RIGHT & THE PLT SUSPECTED A WIND-SHIFT FROM THAT DIRECTION. HE APPLIED LEFT RUDDER & RIGHT AILERON, BUT THE PLANE VEER RIGHT, WENT OFF THE RWY & HEADED FOR A DITCH. UNABLE TO STOP, THE PLT TRIED TO CLEAR THE DITCH. AS THE ACFT BECAME AIRBORNE, THE LEFT WING DROPPED & HIT THE GROUND, AND THE ACFT YAWED & CRASHED. THE PARKING BRAKE WAS FOUND PARTIALLY ENGAGED. TIRE MARKS WERE EVIDENT ON THE RWY.



Brief of Accident (Continued)

File No. - 251

1/11/83

MADISON,GA

A/C Reg. No. N520R

Time (Lc1) - 1450 EST

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - DITCH
7.      LIFT-OFF - INITIATED - PILOT IN COMMAND
8. STALL/MUSH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 220      3/25/83      WAYCROSS,GA      A/C Reg. No. N6009A      Time (Lcl) - 1118 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  
Crew  
Pass

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

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

Make/Model      - BEECH C24R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2750  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A1B6  
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      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 320/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FORT LAUDERDALE,FL  
Destination  
ALMA,GA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WAYCROSS-WARE  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

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

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

Age - 24  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 283      Last 24 Hrs - UNK/NR  
Make/Model- 40      Last 30 Days- UNK/NR  
Instrument- 63      Last 90 Days- 13  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT ENCOUNTERED STRONG HEADWINDS & DECIDED TO DIVERT TO WAYCROSS, GA. WHILE USING FUEL FROM THE RIGHT TANK, THE ENGINE QUIT DUE TO FUEL STARVATION. THE PLT STATED THAT THIS SURPRISED HIM SINCE THE RIGHT FUEL GAUGE NEEDLE WAS ONLY SLIGHTLY INSIDE THE RED ARC. HE SWITCHED TO THE LEFT TANK, RESTARTED THE ENGINE & CONTINUED TOWARD THE ARPT WHICH WAS IN SIGHT. WHILE ON FINAL APPROACH, THE ENGINE LOST POWER AGAIN WHEN THE LEFT TANK BECAME EMPTY. REPORTEDLY, THE LEFT FUEL GAUGE WAS ALSO ONLY SLIGHTLY IN THE RED ARC WHEN THE ENGINE QUIT. UNABLE TO GLIDE TO THE RWY, THE PLT TURNED TO LAND IN A FIELD. HE REPORTED THAT A HIGH SINK RATE DEVELOPED WHILE HE WAS CROSSING OVER TELEPHONE LINES IN A RIGHT BANK TO ALIGN WITH THE FIELD. REPORTEDLY, THE ACFT IMPACTED WHILE STILL IN A RIGHT BANK.

Brief of Accident (Continued)

File No. - 220

3/25/83

WAYCROSS,GA

A/C Reg. No. N6009A

Time (Lcl) - 1118 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - ERRATIC
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. FLUID,FUEL - LOW LEVEL
  5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
  6. FLUID,FUEL - EXHAUSTION
  7. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

8. 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) 1,5,6,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 378      3/07/83      MCCALL, ID      A/C Reg. No. N735VD      Time (Lcl) - 1330 MST

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

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

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	COUNCIL, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	CASCADE, ID	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 876
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED A ROCKY SLOPE OF A BOX CANYON AT THE 6300 FOOT LEVEL. THE WEATHER WAS REPORTED TO BE IMC WITH THUNDERSTORMS, OVERCAST SKIES AND THE MOUNTAIN TOPS OBSCURED. THE WRECKAGE LOCATION WAS ON A DIRECT LINE BETWEEN DEPARTURE POINT AND DESTINATION. ALL COMPONENTS OF THE ACFT WERE ACCOUNTED FOR IN THE IMMEDIATE WRECKAGE AREA.

Brief of Accident (Continued)

File No. - 378

3/07/83

MCCALL, ID

A/C Reg.. No. N735VD

Time (Lc1) - 1330 MST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  2. WEATHER CONDITION - SNOW
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER CONDITION - THUNDERSTORM
  5. WEATHER CONDITION - OBSCURATION
  6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

7. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
  8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  9. 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)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 253      3/13/83      GLENN'S FERRY, ID      A/C Reg. No. N60461      Time (Lcl) - 1440 MST

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

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

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

Make/Model      - CESSNA 150J	Eng Make/Model      - LYCOMING O-320	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 1600	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	MOUNTAIN HOME, ID	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	TWIN FALLS, ID	Runway Ident      - N/A
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 20.0 SM	Type of Flight Plan      - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      - 3500 FT	Type of Clearance      - NONE	Runway Status      - N/A
Lowest Ceiling      - 3500 FT BROKEN	Type Apch/Lndg      - NONE	
Obstructions to Vision- NONE		
Precipitation      - RAIN		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 49	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - NO	Total      - 7000
SE LAND,ME LAND	Months Since      - UNK/NR	Make/Model- UNK/NR
	Aircraft Type      - UNK/NR	Instrument- UNK/NR
		Multi-Eng      - UNK/NR
		Last 24 Hrs      - 1
		Last 30 Days- 9
		Last 90 Days- 14
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES AND CRASHED DURING A LOW PASS WHILE IT WAS BEING DELIVERED TO A REPAIR STATION. THE PILOT WAS FLYING LOW TO KEEP PACE WITH HIS WIFE WHO WAS FOLLOWING IN A CAR TO TRANSPORT THE PILOT AFTER LANDING. WITNESSES OBSERVED THE ACFT MAKING ORBITAL PASSES OVER THE SNAKE RIVER. ON THE FINAL PASS, THE ACFT DESCENDED INTO THE RIVER CANYON AND COLLIDED WITH UNMARKED POWERLINES SPANNING THE GORGE AT A HEIGHT OF 116 FEET ABOVE THE RIVER. THE ACFT FELL ONTO THE GRAVEL BALLAST OF THE TRACK BED OF THE UNION PACIFIC RAILROAD WHICH PARALLELED THE RIVER.

Brief of Accident (Continued)

File No. - 253

3/13/83

GLENN'S FERRY, ID

A/C Reg. No. N60461

Time (Lc1) - 1440 MST

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

Finding(s)

1. LOW PASS - INITIATED - 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. - 257      4/01/83      DIXIE, ID      A/C Reg. No. N2958W      Time (Lcl) - 0830 MST

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

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

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

Make/Model      - PARTENAVIA P68C/TC	Eng Make/Model      - LYCOMING IO-360-A1B6	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 2	Stall Warning System      - YES
Max Gross Wt      - 4387	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 7	Rated Power      - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method      - N/A	CASCADE, ID	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	DIXIE, ID	MACKAY BAR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - UNK/NR
Visibility      - 30.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 1900/ 200
Lowest Sky/Clouds      - 2500 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
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      - 31	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current      - YES	Total      - 4485
SE LAND, ME LAND	Months Since      - 1	Make/Model-      75
	Aircraft Type      - L-10	Instrument-      93
		Multi-Eng      - 742

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT STALLED, DRAGGED THE LEFT WING AND COLLIDED WITH A FENCE DURING LANDING. A 2ND PILOT WITH LIMITED MULTI-ENGINE EXPERIENCE WAS MAKING THE LANDING. WHEN POWER WAS REDUCED ABOUT 10 FEET ABOVE THE THRESHOLD, THE ACFT STALLED. THE LEFT MAIN GEAR AND THE LEFT WING TIP MADE GROUND CONTACT. THE PILOT-IN-COMMAND TOOK CONTROL AND TRIED TO CORRECT THE SITUATION WITH POWER, BRAKE AND RUDDER. IN SPITE OF HIS EFFORTS, THE LEFT WING STRUCK A FENCE POLE AND THE ACFT ROTATED LEFT INTO THE FENCE. DUE TO THE TERRAIN, A LEFT TURN (DOG LEG) WAS REQUIRED ON FINAL APPROACH, JUST PRIOR TO LANDING. THE PILOT-IN-COMMAND STATED THAT HE DID NOT SEE THE GRASS RUNWAY UNTIL THE OTHER PILOT MADE A TURN TO LAND.



Brief of Accident (Continued)

File No. - 257

4/01/83

DIXIE, ID

A/C Reg. No. N2958W

Time (Lcl) - 0830 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - COPILOT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - COPILOT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - COPILOT
8. STALL - INADVERTENT - COPILOT

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

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

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD

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

Finding(s)

10. OBJECT - FENCE

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 290      4/04/83      NEAR HOMEDALE, ID      A/C Reg. No. N3658L      Time (Lcl) - 1955 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 172G	Eng Make/Model	- LYCOMING O-300-D	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	- 145 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- 260/004 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 5500 FT</p> <p>Lowest Ceiling - 5500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point HOMEDALE, ID</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 AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 54
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT ORIGINATED BEFORE SUNSET, BUT THE STUDENT PLT PRACTICED IN THE LOCAL AREA UNTIL THE ONSET OF DARKNESS. WHILE ATTEMPTING TO LAND ON HIS PRIVATE STRIP, HE MADE 2 GO-AROUNDS. ON THE SECOND GO-AROUND, THE ACFT COLLIDED WITH AN ELECTRICAL WIRE, THEN FLEW APRX 1/4 MI WHERE IT STRUCK A 4 FT FENCE. AFTER THAT, IT CONTINUED ABOUT AN ADDITIONAL 1/4 MI WHERE IT ROLLED UP A SMALL HILL, HIT ANOTHER FENCE & NOSED OVER.

Brief of Accident (Continued)

File No. - 290

4/04/83

NEAR HOMEDALE, ID

A/C Reg. No. N3658L

Time (Lcl) - 1955 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DUSK
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. OBJECT - WIRE, TRANSMISSION
9. OBJECT - FENCE

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

Finding(s)

10. OBJECT - FENCE

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 274      4/16/83      BLANCHARD, ID      A/C Reg. No. N4049E      Time (Lc1) - 1245 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	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

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

Make/Model	- AERONCA 11BC	Eng Make/Model	- CONTINENTAL C-65-8	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1250	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- 300/010 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 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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>STONERIDGE CONDO</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----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 - 326
SE LAND	Months Since - 19	Make/Model- 69
	Aircraft Type - 11BC	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A FENCE DURING LANDING ON A NARROW STRIP IN A VARIABLE CROSSWIND. THE PILOT HAD TAKEN OFF FROM THE SAME AIRSTRIP EARLIER WITHOUT DIFFICULTY. HE SAID A STRONG GUST OF WIND STRUCK HIS AIRCRAFT AS IT WAS TOUCHING DOWN. THIS DISPLACED THE AIRCRAFT TO THE RIGHT WHERE THE RIGHT WINGTIP<sup>®</sup> STRUCK THE FENCE AND GROUNDLOOPED THE AIRCRAFT. THE PILOT STATED THAT TREES NEAR THE LEFT SIDE OF THE RUNWAY RESULTED IN A VERY UNSTABLE WIND CONDITION AT TOUCHDOWN.

Brief of Accident (Continued)

File No. - 274

4/16/83

BLANCHARD, ID

A/C Reg. No. N4049E

Time (Lcl) - 1245 PST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 243      5/20/83      IDAHO FALLS, ID      A/C Reg. No. N757SP      Time (Lcl) - 1312 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA TRI82  
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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 290/012 KTS  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - 6500 FT THIN BKN  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
IDAHO FALLS, ID  
Destination  
AFTON, WY

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

FANNING  
Runway Ident      - 34  
Runway Lth/Wid      - 5157/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review

Current      - YES  
Months Since      - 17  
Aircraft Type      - TR182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1398	Last 24 Hrs	- 1
Make/Model-	331	Last 30 Days-	2
Instrument-	112	Last 90 Days-	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AFTER THE PLT STARTED TO MAKE A TURN AT APRX 500 FT AGL. AN EMERGENCY LANDING WAS MADE IN A PLOWED FIELD WITH THE GEAR & FLAPS RETRACTED. AFTER TOUCHDOWN, THE ACFT SLID APRX 100 YARDS, THEN STOPPED IN A CANAL. AN INVESTIGATION REVEALED THAT THE ACFT HAD JUST RECEIVED MAINTENANCE ON THE MAGNETOS FOR COMPLIANCE OF AN AD WHICH REQUIRE REPLACEMENT OF A GEAR. AN ENGINE TEARDOWN REVEALED THAT A RETAINING SCREW FOR THE CAM IN THE MAGNETO WAS LOOSE. REPORTEDLY, THE PASSENGER WAS NOT WEARING A SHOULDER HARNESS & RECEIVED A FRACTURED STERNUM & MULTIPLE BRUISES, ESPECIALLY ABOUT THE HEAD.

Brief of Accident (Continued)

File No. - 243

5/20/83

IDAHO FALLS, ID

A/C Reg. No. N757SP

Time (Lc1) - 1312 MDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - LOOSE
  2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL
- 

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

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

Finding(s)

3. TERRAIN CONDITION - SOFT
  4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
  5. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
- 

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

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) 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. - 332      5/23/83      WINEAR, ID      A/C Reg. No. N7778V      Time (Lcl) - 1100 MDT

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

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

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

Make/Model - CALLAIR A-9B	Eng Make/Model - LYCOMING IO-540-O1C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PRESTON, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINEAR, ID	Runway Ident - N/A
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 657
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 14
		Last 30 Days- 14
		Instrument- 53
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING AN OFF AIRPORT FORCED LANDING. THE PILOT WAS COMPLETING AN AERIAL APPLICATION PASS & WHEN THE LOW FUEL WARNING LIGHT CAME ON THE PILOT SWITCHED TANKS & TURNED ON FUEL BOOSTER. THE ENGINE QUIT AT ABOUT 200 FEET AGL. INVESTIGATION REVEALED SLIGHTLY LESS THAN 3 1/2 GALLONS OF FUEL PER TANK. THE OPERATORS MANUAL STATES THAT THE LAST 3 1/2 GALLONS OF FUEL MAY NOT BE USEABLE DURING STEEP TURNS.



Brief of Accident (Continued)

File No. - 332

5/23/83

WINEAR, ID

A/C Reg. No. N7778V

Time (Lcl) - 1100 MDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  2. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

4. 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. - 390      3/10/83      HUNTLEY, IL      A/C Reg.. No. N2558S      Time (Lcl) - 1400 CST

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

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

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

Make/Model	- CESSNA 210	Eng Make/Model	- CONTINENTAL TSI0520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3812	Engine Type	- RECIP-FUEL INJECTED		
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 - IMC</p> <p>Wind Dir/Speed- 360/015 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1400 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">LEXINGTON, KY</p> <p>Destination</p> <p style="padding-left: 20px;">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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HUNTLEY</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3150/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 480
SE LAND	Months Since - UNK/NR	Make/Model- 106
	Aircraft Type - C-210	Instrument- 169
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE WAS AWARE OF THE CROSS WIND SO HE USED ONLY 10 DEGREES OF FLAPS. THE ACFT BEGAN TO DRIFT WHILE LANDING ON RUNWAY 31. THE PILOT SAID HE WAS HOLDING 80 KTS ON APPROACH AND AS HE STARTED TO FLARE THE ACFT TOUCHED DOWN HARD ON THE RT MAIN GEAR AND BOUNCED. THE WIND BLEW THE ACFT LEFT OFF THE RUNWAY WHERE IT LANDED HARD ON THE LEFT GEAR AND NOSED OVER.

Brief of Accident (Continued)

File No. - 390

3/10/83

HUNTLEY, IL

A/C Reg. No. N2558S

Time (Lcl) - 1400 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 205      3/13/83      DANVERS,IL      A/C Reg. No. N82026      Time (Lc1) - 0035 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	1	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - IMC  
Wind Dir/Speed- 200/006 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 500 FT  
Lowest Ceiling - 500 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
DANVILLE,IL  
Destination  
PEORIA,IL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 90  
Last 24 Hrs - 2  
Make/Model- 28  
Last 30 Days- 5  
Instrument- 5  
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AT NIGHT DURING IMC WEATHER CONDITIONS ON THE RETURN PORTION OF A CROSS-COUNTRY. THE PILOT HAD CHECKED THE WEATHER OUTBOUND, BUT THERE WAS NO RECORD OF A BRIEFING FOR THE RETURN FLIGHT. THE OUTBOUND FLT WAS IN EARLY DUSK. THE RETURN WAS BEGUN JUST BEFORE MIDNIGHT AND THE CRASH OCCURRED AT 0035 CST. THE WEATHER AT PEORIA, IL WAS 500 FOOT CEILING, 4 MILES VISIBILITY IN FOG AND HAZE. THE PILOT HAD 28 HOURS FLIGHT TIME IN THE TYPE AIRCRAFT BEING USED, 16 HOURS TOTAL NIGHT EXPERIENCE AND NO INSTRUMENT RATING. THE AIRCRAFT IMPACTED IN A RIGHT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 205

3/13/83

DANVERS,IL

A/C Reg. No. N82026

Time (Lc1) - 0035 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - HAZE
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 281      3/14/83      WHEELING, IL      A/C Reg. No. N60801      Time (Lcl) - 1858 CST

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

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

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

Make/Model - PIPER PA-601P	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	LIBERAL, KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PALWAUKEE
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6189
SE LAND, ME LAND	Months Since - 15	Make/Model- 246
	Aircraft Type - UNK/NR	Instrument- 598
		Multi-Eng - 2189
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING AN ILS APPROACH TO RWY 16, THE PLT WAS CLEARED TO CIRCLE AND LAND ON RWY 34. AS HE TURNED FINAL, HE WAS TO THE WEST SIDE OF THE RUNWAY AND WAS TOO HIGH TO LAND, SO HE MADE A LEFT TURN-AROUND BACK TO RWY 34. TOWER PERSONNEL TURNED THE RWY LIGHTS UP TO HELP THE PLT LOCATE THE RWY AND CLEARED HIM TO LAND. THE PILOT STATED THAT HE HAD COMPLETED HIS PRELANDING CHECK, AND TO THE BEST OF HIS RECOLLECTION, HE HAD EXTENDED THE GEAR AND EXTENDED 20 DEG OF FLAPS. HE DID NOT RECALL RETRACTING THE GEAR WHEN HE MADE THE 360 DEG TURN. SUBSEQUENTLY, THE PLANE WAS LANDED ON RUNWAY 34 WITH THE GEAR EITHER FULLY RETRACTED OR PARTIALLY DOWN. THE PLT STATED THAT A WHEELS UP LANDING WAS MADE WITH THE GEAR HANDLE DOWN. SCRAPE MARKS WERE FOUND ON THE UNDERSIDE OF THE FUSELAGE, BUT NO SCRAPE MARKS WERE FOUND ON THE GEAR DOORS. WHEN THE PLANE WAS JACKED UP AND HYDRAULIC PRESSURE WAS APPLIED, ALL 3 GEAR BEGAN TO EXTEND. HOWEVER, THE GEAR MECHANISM WAS DAMAGED AND WOULD NOT OPERATE PROPERLY.

Brief of Accident (Continued)

File No. - 281

3/14/83

WHEELING,IL

A/C Reg. No. N60801

Time (Lcl) - 1858 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. 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) 2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 209      4/08/83      COULTERVILLE, IL      A/C Reg. No. N92734      Time (Lcl) - 1940 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	1	0	0	0

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- CALMABLE

Visibility      - .125 SM

Lowest Sky/Clouds      - 200 FT

Lowest Ceiling      - 200 FT OBSCURED

Obstructions to Vision- HAZE

Precipitation      - RAIN

Condition of Light      - DUSK

Itinerary

Last Departure Point

SHEBOYGAN, WI

Destination

LUTESVILLE, MO

Airport Proximity

UNK/NR

Airport Data

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - UNK/NR

Runway Status      - UNK/NR

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 29

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type      - 172

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 336	Last 24 Hrs	- 2
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Make/Model	- 41	Last 30 Days	- 5
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Instrument	- 1	Last 90 Days	- 20
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A WX BRIEFING BEFORE TAKEOFF, THE NON-INSTRUMENT RATED PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. HOWEVER, HE DEPARTED SHEBOYGAN, WI AT APRX 1500 CST WITH NO FLT PLAN. AT DUSK, WITNESSES (NEAR THE CRASH SITE) HEARD THE ACFT MANEUVERING. ONE WITNESS HEARD THE ACFT FLY OVER HIS HOUSE, THEN CIRCLE BACK BEFORE CRASHING. ANOTHER WITNESS REPORTED THAT THE PLT SEEMED TO BE VARYING HIS ALTITUDE. HE STATED THAT THE ACFT LEFT THE AREA, THEN CAME BACK AND SUBSEQUENTLY, IT SOUNDED LIKE THE PILOT WAS TRYING TO PULL UP, WHEN THE PLANE CRASHED. A THIRD WITNESS STATED THAT THE PLANE SOUNDED LIKE IT WAS IN A DIVE BEFORE IT CRASHED. THE ACFT IMPACTED IN A LEVEL FIELD AND WAS DEMOLISHED. THE MAIN WRECKAGE WAS FOUND ABOUT 7 FT FROM THE INITIAL IMPACT POINT. THE COUNTY CORONER ESTIMATED THAT THE WX WAS 200 FT OBSCURED, 1/8 MI VISIBILITY WITH RAIN AND FOG.



Brief of Accident (Continued)

File No. - 209

4/08/83

COULTERVILLE,IL

A/C Reg. No. N92734

Time (Lc1) - 1940 CST

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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,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  3. LIGHT CONDITION - DUSK
  4. WEATHER CONDITION - RAIN
  5. WEATHER CONDITION - FOG
  6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  8.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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----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. - 231      4/12/83      KANKAKEE,IL      A/C Reg. No. N94111      Time (Lcl) - 1025 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      -LANDING				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      - 2	Rated Power      - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	ON AIRPORT
Method      - IN PERSON	FT WAYNE,IN	
Completeness      - FULL	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	GREATER KANKAKEE
Wind Dir/Speed- 100/020 KTS	ATC/Airspace	Runway Ident      - 04
Visibility      - 10.0 SM	Type of Flight Plan      - VFR	Runway Lth/Wid      - 5100/ 100
Lowest Sky/Clouds      - 7000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 10000 FT OVERCAST	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 32	Medical Certificate      -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 35
	Months Since      - N/A	Make/Model- 31
	Aircraft Type      - N/A	Instrument- 0
		Last 24 Hrs      - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s)      - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A ROUND ROBIN, CROSS-COUNTRY TRAINING FLT. HIS FIRST LANDING WAS MADE ON RWY 4 AT THE GREATER KANKAKEE ARPT. DURING TOUCHDOWN IN A STRONG CROSS-WIND, THE ACFT BOUNCED, THEN VEERED OFF THE RWY. THE ACFT THEN ENCOUNTERED SOFT TERRAIN AND THE NOSE GEAR COLLAPSED. THE STUDENT ESTIMATED THAT THE WIND WAS FROM 100 DEG AT 20 GSTG 25 KTS.

Brief of Accident (Continued)

File No. - 231

4/12/83

KANKAKEE,IL

A/C Reg. No. N94111

Time (Lc1) - 1025 CST

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

Finding(s)

1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - SOFT
11. 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) 1,5,7,8,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 275      4/24/83      EDWARDSVILLE, IL      A/C Reg. No. N15RV      Time (Lcl) - 1320 CDT

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

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

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

Make/Model - AEROSPORT SCAMP	Eng Make/Model - VOLKSWAGON 1834 CC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 60 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LITCHFIELD, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 233
SE LAND	Months Since - 19	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A TEST FLT IN A HOMEBUILT ACFT WITH ONLY 3.7 HRS TOTAL FLT TIME. WHILE IN A FULL POWER CLIMB FROM 1000 TO 2000 FT AGL, HE NOTICED BLACK SMOKE COMING FROM THE LEFT EXHAUST STACKS. THE POWER WAS REDUCED TO A CRUISE SETTING, AND REPORTEDLY, THERE WAS AN ALMOST INSTANT LOSS OF POWER WITH THE ENGINE RUNNING VERY ROUGH. THE PLT STATED THAT HE TRIED FULL POWER AGAIN, BUT THE ENGINE QUIT. DURING A FORCED LANDING IN A WET FIELD, THE NOSE GEAR SEPARATED AND THE ACFT NOSED OVER. AN EXAM OF THE ENGINE REVEALED THE EXHAUST STACKS AND SPARK PLUGS CONTAINED DEPOSITS OF BLACK SOOT AND THE GASCOLAPOSA CARBURETOR THAT REPORTEDLY HAD A HISTORY OF ICING, BUT ICING WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 275

4/24/83

EDWARDSVILLE, IL

A/C Reg. No. N15RV

Time (Lc1) - 1320 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)  
1. UNDETERMINED

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

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

Finding(s)  
2. TERRAIN CONDITION - SOFT  
3. TERRAIN CONDITION - WET  
4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 201      2/01/83      WARSAW, IN      A/C Reg. No. N209JA      Time (Lcl) - 1151 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	-LANDING	NONE	Pass 0	0	0	1

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

Make/Model	- GULFSTREAM AMERICAN 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	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - ACFT RADIC</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 090/015 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT</p> <p>Lowest Ceiling - 3000 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;">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="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>WARSAW MUNI.</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 4975/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1232
SE LAND	Months Since - 15	Make/Model - 760
	Aircraft Type - UNK/NR	Instrument - 90
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE CONTACTED UNICOM FOR AN ADVISORY. REPORTEDLY, THE WIND AT THAT TIME WAS FROM 090 DEG AT 15 KTS, WITHIN THE X-WIND CAPABILITY OF THE ACFT. DURING THE APPROACH AND LANDING, THE PLT SLIPPED THE PLANE TO A NORMAL RIGHT-WHEEL TOUCHDOWN ON RWY 36. AT ABOUT THAT TIME, A HEAVY GUST WAS ENCOUNTERED AND THE ACFT LIFTED OFF AGAIN. THE PLT APPLIED POWER AND RETURNED OVER THE RWY FOR A 2ND ATTEMPT TO LAND. ANOTHER GUST WAS ENCOUNTERED AND THE LEFT WING TIP STRUCK THE GROUND. THE PLT ADDED POWER TO GO AROUND. REPORTEDLY, THE AIRSPEED WAS SLOW AND THE ACFT DRIFTED TO THE WEST TOWARD A WATER TOWER AND OTHER OBSTACLES. SUBSEQUENTLY, THE ACFT MUSHED INTO A ROUGH FIELD AND COLLIDED WITH A FENCE. THE PILOT ESTIMATED THAT THE WIND HAD GUSTED TO 30 KTS.

Brief of Accident (Continued)

File No. - 201

2/01/83

WARSAW, IN

A/C Reg. No. N209JA

Time (Lc1) - 1151 EST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
6. WING - FAILURE, PARTIAL

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

Finding(s)

7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. AIRSPEED - INADEQUATE - PILOT IN COMMAND
10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
11. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
12. OBJECT - FENCE

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 284      2/13/83      INDIANAPOLIS, IN      A/C Reg. No. N8278T      Time (Lcl) - 2259 EST

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

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

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

Make/Model	- PIPER PA-44-180T	Eng Make/Model	- LYCOMING TQ-360-E1A6D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	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 - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 150/007 KTS</p> <p>Visibility - .250 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - OBSCURED</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>MEMPHIS, TN</p> <p>Destination</p> <p>INDIANAPOLIS, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS - COMPLETE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>INDIANAPOLIS</p> <p>Runway Ident - 22R</p> <p>Runway Lth/Wid - 10005/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 1344
SE LAND	Months Since - 10	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 353
		Multi-Eng - 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ILS APCH TO RWY 22R, APCH CONTROL ASKED THE PLT TO KEEP HIS SPEED UP AS MUCH AS PRACTICAL. AT A LATER INTERVIEW, THE PLT COULD NOT REMEMBER DETAILS OF THE APCH. HE RECALLED PUTTING THE GEAR DOWN AT THE OUTER MARKER (OM) & USING THE AUTOPILOT TO MAINTAIN HIS AZIMUTH ON THE ILS CENTERLINE, BUT MANUALLY CONTROLLING HIS SPEED & RATE OF DESCENT. HE COULD NOT RECALL WHETHER OR NOT HE CAPTURED THE ILS GLIDE SLOPE. HE MONITORED THE RADIO USING HIS HEADSET & ASKED THE PASSENGER (WITH PREVIOUS FLT EXPERIENCE) IN THE RIGHT FRONT SEAT TO MONITOR FOR NO LESS THAN 1000 FT MSL & 80 KTS AIRSPEED. TOWER PERSONNEL REPORTED WHEN HE WAS 1 1/2 MI & 1 MI ON FINAL. THE PLT REPORTED THAT HE SUDDENLY SAW THE RWY AND STARTED DOWN TO LAND. AT ABOUT THAT TIME HE SAW THE RED LIGHTS AT THE DEPARTURE END OF THE RWY & INITIATED A GO-AROUND. SHORTLY AFTER THAT, THE ACFT COLLIDED WITH TREES ALONG A FENCE ROW, APRX 25 FT AGL. NO PREIMPACT MALFUNCTION/FAILURE WAS FOUND. THE PAX COULD NOT HEAR THE RADIO, BUT SAW APPROX 800 FT ON THE ALTIMETER WHEN THE RUNWAY WAS SIGHTED.



Brief of Accident (Continued)

File No. - 284

2/13/83

INDIANAPOLIS, IN

A/C Reg. No. N8278T

Time (Lcl) - 2259 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. PROPER GLIDEPATH - NOT OBTAINED - PILOT IN COMMAND
6. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
7. MISSED APPROACH - DELAYED - PILOT IN COMMAND
8. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
11. OBJECT - TREE(S)

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

Finding(s)

12. TERRAIN CONDITION - OPEN FIELD

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 260      4/06/83      INDIANAPOLIS, IN      A/C Reg. No. 3794W      Time (Lc1) - 2300 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	4
Accident Occurred During	-APPROACH					

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

Make/Model - GATES LEARJET 35A	Eng Make/Model - GARRETT TFE-731-2-2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 17000	Engine Type - TURBOFAN	
No. of Seats - 8	Rated Power - 3500 LBS THRUST	

-----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- 250/003 KTS</p> <p>Visibility - .125 SM</p> <p>Lowest Sky/Clouds - 100 FT</p> <p>Lowest Ceiling - 100 FT OBSCURED</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 CHICAGO, IL</p> <p>Destination 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 - ILS - COMPLETE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>INDIANAPOLIS INTL</p> <p>Runway Ident - 04L</p> <p>Runway Lth/Wid - 10005/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 35A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 11290</p> <p>Make/Model- 90</p> <p>Instrument- 1155</p> <p>Multi-Eng - 8450</p>	<p>Last 24 Hrs - 2</p> <p>Last 30 Days- 30</p> <p>Last 90 Days- 50</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT STRUCK TREES ONE MILE FROM THE RUNWAY DURING AN ILS APPROACH TO INDIANAPOLIS INTL AIRPORT AFTER A FLIGHT FROM CHICAGO. THE PILOT SUCCESSFULLY EXECUTED A MISSED APPROACH AND DIVERTED TO HULMAN REGIONAL AIRPORT, TERRE HAUTE, IN, FOR AN EMERGENCY LANDING. THE ACFT LANDED WITHOUT FURTHER INCIDENT. NONE OF THE SIX OCCUPANTS WERE INJURED. THE WEATHER AT INDIANAPOLIS AT THE TIME OF THE APPROACH WAS INDEFINITE CEILING 100 FEET OBSCURATION. VISIBILITY 1/8 MILE IN FOG, WIND 250 DEGREES AT 3 KNOTS. THE DECISION HEIGHT FOR THE APPROACH IS 984 FEET. FIELD ELEVATION IS 797 FEET MSL.

Brief of Accident (Continued)

File No. - 260

4/06/83

INDIANAPOLIS, IN

A/C Reg. No. 3794W

Time (Lc1) - 2300 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. WEATHER CONDITION - FOG
  4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  5. MINIMUM DESCENT ALTITUDE - NOT IDENTIFIED - PILOT IN COMMAND
  6. OBJECT - TREE(S)
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 273      4/17/83      MICHIGAN CITY, IN      A/C Reg. No. N23388      Time (Lcl) - 1030 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-320-E-2D  
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 - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 315/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LOGANSPOUT, IN

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

CHIGAN CITY

Runway Ident - 23

Runway Lth/Wid - 2400/ 60

Runway Surface - MACADAM

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 103

Make/Model- 8

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT BOUNCED DURING LANDING AND SETTLED ON THE LEFT SIDE OF THE RUNWAY. DURING THE LANDING ROLL, THE LEFT MAIN WHEEL ROLLED OFF THE PAVEMENT AND THE AIRCRAFT PULLED FURTHER LEFT AND WENT OFF THE RUNWAY ONTO WET SOD. IT SLID ON THE WET SOD AND THE LEFT WING CONTACTED A TREE ABOUT 100 FEET TO THE LEFT OF THE RUNWAY. THE LANDING WAS ON RUNWAY 23 AND THE WIND WAS FROM 315 DEGREES AT 10 KNOTS GUSTING TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 273

4/17/83

MICHIGAN CITY, IN

A/C Reg. No. N23388

Time (Lcl) - 1030 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      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) 4,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 223      4/25/83      GREENCASTLE, IN      A/C Reg. No. N9703K      Time (Lcl) - 1700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -TEST  
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	0	0	0

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

Make/Model      - STINSON 108-2  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2100  
No. of Seats      - 4

Eng Make/Model - FRANKLIN 6A4-165-B3  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 165 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 320/007 KTS  
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  
GREENCASTLE, IN  
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

GREENCASTLE  
Runway Ident      - 36  
Runway Lth/Wid      - 3200/ 40  
Runway Surface      - DIRT  
Runway Status      - SOFT

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

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

Age - 62  
Biennial Flight Review  
Current      - YES  
Months Since      - 22  
Aircraft Type      - 108-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 454      Last 24 Hrs - 0  
Make/Model- 387      Last 30 Days- 0  
Instrument- 7      Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED POWER LOSS AT ABOUT 300 FEET AGL AFTER TAKEOFF. THE PILOT LANDED IN A CORNFIELD AFTER ATTEMPTING A RESTART OF THE ENGINE. THE PILOT HAD PUT 5 GALLONS OF FUEL IN THE RIGHT TANK ON THE DAY OF THE ACCIDENT IN PREPARATION FOR A TEST FLIGHT. HE TAXIED FOR TAKEOFF ON THE NEARLY EMPTY LEFT TANK INTENDING TO SWITCH TO RIGHT TANK BEFORE TAKEOFF. HE TOLD A WITNESS AFTER THE ACCIDENT THAT HE FORGOT TO SWITCH TANKS BEFORE THE ENGINE QUIT. AFTER ENGINE STOPPAGE, HE CHANGED TANKS, BUT COULD NOT GET A RESTART.

Brief of Accident (Continued)

File No. - 223

4/25/83

GREENCASTLE, IN

A/C Reg. No. N9703K

Time (Lc1) - 1700 EST

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

Finding(s)

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

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

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

Finding(s)

3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 282      4/15/83      KECHI,KS      A/C Reg. No. N1019W      Time (Lcl) - 1225 CST

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

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

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

Make/Model	- BREEZY 01	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1360	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 - UNK/NR</p> <p>Wind Dir/Speed- 330/010 KTS</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 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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 331
SE LAND	Months Since - 24	Make/Model- 11
	Aircraft Type - PA-24	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT ACFT HAD BEEN IN STORAGE WITH THE WINGS REMOVED. THE WINGS HAD BEEN RECENTLY RE-INSTALLED BY THE OWNER AND THIS WAS THE FIRST FLIGHT AFTER THE RE-INSTALLATION. DURING A TAKEOFF FROM AN OPEN FIELD, WITNESSES OBSERVED THE AIRCRAFT LIFT-OFF, CLIMB TO ABOUT 50 TO 100 FT AGL, THEN BANK ABRUPTLY TO THE RIGHT, DESCEND AND CRASH IN A STEEP RIGHT BANK. AN EXAM OF THE WRECKAGE REVEALED THAT THE AILERON CABLES WERE CONNECTED IN REVERSE, SO THAT WHEN THE CONTROL WHEEL WAS TURNED TO THE RIGHT, THE AILERONS WOULD DEFLECT FOR A LEFT BANK AND VICE VERSA.



Brief of Accident (Continued)

File No. - 282

4/15/83

KECHI,KS

A/C Reg. No. N1019W

Time (Lcl) - 1225 CST

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

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - INCORRECT
2. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND

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

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) 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. - 266      4/29/83      GRENOLA,KS

A/C Reg. No. N8624L

Time (Lcl) - 1845 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -AERIAL APPLICATION

Fire      Crew      0

Flight Conducted Under      -14 CFR 137

NONE      Pass      0

Accident Occurred During      -LANDING

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

Make/Model      - PIPER PA-25-235  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2900  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-540-B2B5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 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- 090/005 KTS

Visibility      - 5.0 SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MOLINE,KS

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

SE LAND,ME LAND

Age - 50

Biennial Flight Review

Current      - YES

Months Since      - 15

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2770      Last 24 Hrs      - 1

Make/Model- 600      Last 30 Days- 1

Instrument- 60      Last 90 Days- 1

Multi-Eng - 30

Instrument Rating(s)      - NONE

-----Narrative-----

WHILE SPRAYING LIQUID FERTILIZER, THE PLT NOTICED THAT THE FUEL INDICATION WAS DROPPING RAPIDLY. HE STATED THAT HE TRIED TO RETURN TO THE DEPARTURE POINT, BUT WAS UNABLE. WHEN THE ENGINE LOST POWER, HE JETTISONED THE REMAINDER OF HIS LOAD & LANDED IN A PASTURE. DURING THE LANDING, THE ACFT COLLIDED WITH A BARBED WIRE FENCE. AN EXAMINATION REVEALED THAT A FUEL LEAK OCCURRED WHERE A FUEL LINE RUBBED AGAINST AN OIL COOLER LINE.

Brief of Accident (Continued)

File No. - 266

4/29/83

GRENOLA,KS

A/C Reg. No. N8624L

Time (Lc1) - 1845 CDT

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

Finding(s)

1. FUEL SYSTEM,LINE - CHAFED
  2. FUEL SYSTEM,LINE - LEAK
  3. FLUID,FUEL - 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)

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. - 394      1/06/83      PORT SULPHUR, LA      A/C Reg. No. N2004T      Time (Lcl) - 1600 CST

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

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

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

Make/Model	- TEAL TSC-1A	Eng Make/Model	- LYCOMING O-320-A3B	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	BIRDWIN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 30
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2200/ 50
Obstructions to Vision	Type of Clearance	- GRASS/TURF
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- TOUCH AND GO	- DRY
	FORCED LANDING	

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

Pilot-In-Command	Age - 45	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 612
SE LAND, ME LAND	Months Since	- 17	Make/Model - 28
	Aircraft Type	- C-150	Instrument - 29
			Multi-Eng - 45
			Last 24 Hrs - 5
			Last 30 Days - 5
			Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER DURING A PULL-UP FROM A LOW PASS OVER THE ARPT. THE PLT MADE A FORCED LANDING IN THE ICY MISSISSIPPI RIVER WITH THE GEAR DOWN. THE AMPHIBIAN STRUCK A SUBMERGED OBJECT IN THE RIVER & FLIPPED OVER. THE PLT & PAX ATTEMPTED TO SWIM TO SHORE BUT DUE TO THE EXCEEDINGLY COLD WATER TEMPERATURE ONLY THE PLT REACHED THE BANK OF THE RIVER. THE PAX IS MISSING & PRESUMED DROWNED.

Brief of Accident (Continued)

File No. - 394

1/06/83

PORT SULPHUR, LA

A/C Reg. No. N2004T

Time (Lc1) - 1600 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. UNDETERMINED

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

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

Finding(s)

3. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
4. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 400      3/18/83      NORTH ADAMS,MA      A/C Reg. No. N473MA      Time (Lcl) - 1155 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation -EXECUTIVE/CORPORATE	Fire	2	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0	
Accident Occurred During -MANEUVERING						

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

Make/Model - MITSUBISHI MU-2B-60	Eng Make/Model - AIRESEARCH TPE-331-10	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11625	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 940 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TETERBORO,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORTH ADAMS,MA	HARRIMAN-WEST
Wind Dir/Speed- 170/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4300/ 100
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - CRUISE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11450
ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - MU-2B	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1145 THE PLT REPORTED VFR CONDITIONS & REQUESTED RADAR VECTORS TO THE ARPT. HE WAS ISSUED A CRUISE CLEARANCE OF 5,000 FT & GIVEN A HEADING. 18 MI FROM THE ARPT HE REPORTED VISUAL CONTACT WITH THE GROUND. AT 1151 HE WAS ASKED IF HE WAS FAMILIAR WITH THE AREA TO WHICH HE RESPONDED NEGATIVE. HE WAS THEN ADVISED OF RISING TERRAIN IN ALL QUADRANTS, INCLUDING A MOUNTAIN "...TO ALMOST 3700 FEET, 3 MILES SOUTH OF THE AIRPORT." AT 1154 THE PLT WAS ADVISED THAT THE ARPT WAS LESS THAN A MILE AT 12 O'CLOCK. THE ACFT IMPACTED A MOUNTAIN 2 MI SOUTH OF THE ARPT AT ABOUT 2,700 FT MSL. A WITNESS DESCRIBED THE SKY CONDITIONS AS A LOW CEILING WITH CLOUDS OBSCURING THE MOUNTAIN PEAKS. THE ARPT IS UNCONTROLLED & HAS NO PUBLISHED INSTRUMENT APPROACH PROCEDURE.

Brief of Accident (Continued)

File No. - 400

3/18/83

NORTH ADAMS, MA

A/C Reg. No. N473MA

Time (Lc1) - 1155 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 233      4/14/83      NORFOLK, MA      A/C Reg. No. N19435      Time (Lc1) - 0845 EDT

-----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	0
Accident Occurred During	-LANDING					

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

Make/Model - CESSNA 150	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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

<p><b>Weather Data</b></p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</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><b>Itinerary</b></p> <p>Last Departure Point NORFOLK, MA</p> <p>Destination LOCAL</p> <p><b>ATC/Airspace</b></p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p><b>Airport Proximity</b></p> <p>OFF AIRPORT/STRIP</p> <p><b>Airport Data</b></p> <p>NORFOLK</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2700/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASH LANDED SHORTLY AFTER TAKEOFF AND WAS DESTROYED. THE STUDENT PILOT STATED THAT AFTER CLEARING THE RUNWAY ON HIS LAST TAKEOFF OF THE DAY THE ENGINE HESITATED AND STOPPED. HE LOWERED THE NOSE TO A GLIDE SPEED OF 70 MPH PICKED A SPOT TO LAND AND LOWERED 30 DEGREES OF FLAPS. A LANDING WAS MADE IN A SMALL PASTURE WITH THICK GRASS. THE ACFT WENT INTO TREES AT THE END OF THE PASTURE AND STOPPED WITH ITS NOSE AGAINST A TREE. THE ACFT WAS EXAMINED AND IT CONTAINED A TOTAL OF LESS THAN 2 GALLONS OF FUEL. THE ACFT HAD FLOWN ONLY ABOUT 1 HOUR. THERE WAS NO EVIDENCE OF FUEL SPILLAGE IN OR AROUND THE ACFT.



Brief of Accident (Continued)

File No. - 233

4/14/83

NORFOLK, MA

A/C Reg. No. N19435

Time (Lc1) - 0845 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  4. FUEL SUPPLY - DELAYED - PILOT IN COMMAND
- 

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

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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. - 327      4/18/83      MIDDLEBORO,MA      A/C Reg. No. N4163Y      Time (Lcl) - 0800 EST

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

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

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

Make/Model	- BELLANCA 7GBC	Eng Make/Model	- LYCOMING O-320-AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 150 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	MIDDLEBORO,MA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		MIDDLEBORO	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- 29
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2850/ 50
Lowest Sky/Clouds	-	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	- DAYLIGHT				

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

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 460	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 14	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RUNWAY AFTER EXPERIENCING A POWER LOSS ON THE APPROACH. THE PILOT HAD CARBURETOR HEAT ON AND WHEN HE EXPERIENCED A DOWNDRAFT ON FINAL HE SAID HE OPENED THE THROTTLE AND THE ENGINE QUIT. THE ACFT WAS LANDED IN THE BUSHES SHORT OF THE RUNWAY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 327

4/18/83

MIDDLEBORO,MA

A/C Reg. No. N4163Y

Time (Lc1) - 0800 EST

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
  2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. PROPER GLIDEPATH - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 341      5/14/83      FITCHBURG, MA      A/C Reg. No. N7528C      Time (Lcl) - 1200 EDT

-----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	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- FORNEY F-1	Eng Make/Model	- CONTINENTAL 90-12F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 90 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 FITCHBURG, MA</p> <p>Destination STOW, MA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data FITCHBURG</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 4500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 304
SE LAND	Months Since - 11	Make/Model- 63
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT SETTLED INTO TREES DURING A FORCED LANDING ON TAKEOFF AFTER A POWER LOSS AT 800 FEET AGL. THE FLIGHT HAD STARTED AT STOW, MA. AND PROCEEDED AT FITCHBURG AFTER PRACTICING STALLS AND TURNS FOR A PILOT REVIEW. AFTER LANDING AT FITCHBURG AIRPORT THE FLIGHT TAXIED INTO TAKEOFF POSITON WITHOUT STOPPING FOR ANY CHECKS AND TOOK OFF. AT ABOUT 800 FEET THE ENGINE LOST POWER AND WHEN A SUITABLE LANDING SITE WAS NOT FOUND A STALL INTO TREES WAS ACCOMPLISHED. THE 2 PILOTS WERE UNINJURED. AN AIR FILTER ELEMENT HAD BLOCKED THE CARBURETOR THROAT.

Brief of Accident (Continued)

File No. - 341

5/14/83

FITCHBURG,MA

A/C Reg. No. N7528C

Time (Lc1) - 1200 EDT

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

Finding(s)

1. FUEL SYSTEM,FILTER - LOOSE
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)
- 

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

-----

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

Finding(s)

4. OBJECT - TREE(S)
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 278      3/03/83      CHESTERTOWN, MD      A/C Reg. No. N1461J      Time (Lc1) - 1630 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	2

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

Make/Model      - ROCKWELL 112A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model - LYCOMING IO-540-K  
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- 270/005 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  
SAME AS ACC/INC  
Destination  
DOYLESTOWN, PA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PONDVIEW  
Runway Ident      - 36R  
Runway Lth/Wid      - 3300 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

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

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

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 16  
Aircraft Type      - UNK/NR

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

Total	- 1088	Last 24 Hrs	- UNK/NR
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	67	Last 90 Days-	29
Multi-Eng	- 42		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT SETTLED BACK TO THE RIGHT OF THE RUNWAY DURING TAKEOFF AND STRUCK AN OLD STANCHION USED FOR RUNWAY LIGHTS. THE PILOT WAS UNSURE OF THE EXTENT OF DAMAGE AND ELECTED TO RE-LAND THE AIRCRAFT. THE LANDING GEAR HAD ALREADY BEEN RAISED, SO THE LANDING WAS GEAR-UP. THE AIRCRAFT SLID TO A STOP OFF THE SIDE OF THE RUNWAY. THE AIRCRAFT WAS DAMAGED, BUT THE OCCUPANTS WERE ININJURED. THE RUNWAY WAS SOD AND SOFT FROM RAIN. THE TAKEOFF HAD BEEN STARTED ABOUT HALF WAY DOWN THE 3300 FOOT RUNWAY TO AVIOD A MUDDY AREA OF THE STRIP. ANTICIPATING SOME TREES AT THE END OF THE FIELD THE PILOT RETRACTED THE LANDING GEAR EARLY. THE AIRCRAFT HAD BEEN MODIFIED WITH A 300 HP ENGINE (MACHEN CONVERSION) IN PLACE OF THE 200 HP STANDARD ENGINE.

Brief of Accident (Continued)

File No. - 278

3/03/83

CHESTERTOWN,MD

A/C Reg. No. N1461J

Time (Lc1) - 1630 EST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. OBJECT - RUNWAY LIGHT

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

Finding(s)

8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
9. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

10. PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND
11. 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) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 269      4/20/83      CLINTON, MD      A/C Reg. No. N7617T      Time (Lcl) - 0930 EST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300	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 - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DANVILLE, VA	HYDE FIELD
Wind Dir/Speed- 280/020 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1930/ 30
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 590
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 302
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THAT THE ACFT TOOK OFF FROM RWY 31, BEGAN A LEFT TURN, THEN DESCEND INTO THE TREES. ONE WITNESS, A LINEBOY, STATED THAT HE HEARD THE ENGINE RUNNING UNTIL THE ACFT CONTACTED THE TREES. THE PLT RECEIVED A HEAD INJURY AND WAS UNABLE TO RECALL DETAILS OF THE OCCURRENCE. IMMEDIATELY AFTER THE CRASH, HE REPORTEDLY TOLD RESCUE PERSONNEL THAT HE HAD "HIT A DOWNDRAFT." ABOUT 6 MI FROM THE ACCIDENT SITE, THE 0955 EST ANDREWS AFB WX OBSERVATION REPORTED WINDS FROM 280 AT 20 GUSTING 26 KTS AND NOTED IN THE REMARKS THAT IT HAD BEEN 330 AT 30 KTS. AT 1019 EST, THE WIND WAS FROM 330 AT 29 KTS. THERE WAS NO RECORD OF THE PLT RECEIVING A WX BRIEFING WHILE PREPARING FOR THE FLT.



Brief of Accident (Continued)

File No. - 269

4/20/83

CLINTON,MD

A/C Reg. No. N7617T

Time (Lc1) - 0930 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - DOWNDRAFT
6. AIRSPEED - IMPROPER - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 380      5/13/83      LAUREL, MD      A/C Reg. No. N4823T      Time (Lcl) - 1335 EDT

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARTINSBURG, WV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SUBURBAN
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2165/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2874
SE LAND	Months Since - 10	Last 24 Hrs - 6
	Aircraft Type - PA-32	Make/Model- 2020
		Last 30 Days- 45
		Instrument- 98
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STARTED A GO-AROUND AFTER THE ACFT HAD PROGRESSED OVER HALF WAY DOWN THE RUNWAY IN THE AIR. WHEN FULL POWER WAS APPLIED THE ENGINE SPUTTERED AND QUIT. THE PILOT CHANGED FUEL TANKS, LOWERED THE NOSE AND LANDED STRAIGHT AHEAD IN THE TOPS OF TREES. UPON TEARDOWN OF THE ENGINE, A VERY MINOR AMOUNT OF FUEL WAS FOUND IN THE BOOST PUMP, SELECTOR VALVE, FUEL STRAINER, ENGINE DRIVEN FUEL PUMP AND CARBURETOR.

Brief of Accident (Continued)

File No. - 380

5/13/83

LAUREL, MD

A/C Reg. No. N4823T

Time (Lcl) - 1335 EDT

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. FLUID, FUEL - STARVATION
  4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    APPROACH

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

Finding(s)

5. OBJECT - TREE(S)
- 

-----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. - 381      5/30/83      FRIENDLY,MD      A/C Reg. No. N9966Y      Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CHAMPION "LANCER" 402  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 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- 220/002 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 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

PG AIRPARK  
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

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 832  
Last 24 Hrs - 1  
Make/Model- 9  
Last 30 Days- UNK/NR  
Instrument- 84  
Last 90 Days- 144  
Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT ENGINE QUIT AT 400 FEET AFTER TAKEOFF. AFTER THE ACCIDENT FUEL WAS FOUND DRAINING FROM THE RIGHT TANK FILLER OPENING. THE ACFT WAS LEVELED AND THE ENGINE STARTED WITH BOOST PUMP AND PUMPING THROTTLE. THE ENGINE WAS STARTED TWICE BUT WOULD NOT CONTINUE TO RUN EVEN AFTER FUEL WAS ADDED. FUEL VENTS AND LINES WERE OPEN. THE FUEL SYSTEM WAS FOUND NOT TO BE COMPATIBLE WITH THE FUEL SELECTOR PLACARDS, VALVE POSITIONS AND PLUMBING AS INSTALLED. ACFT RECORDS DID NOT INDICATE ANY CHANGES OR REROUTING OF THE FUEL SYSTEM. WITH ENGINES RUNNING AND BOTH ELECTRIC BOOST PUMPS OPERATING, UNCOVERING OF EITHER RIGHT OR LEFT WING TANK OUTLETS COULD INDUCE AIR INTO THE FUEL SYSTEM WHICH WOULD REQUIRE PURGING PRIOR TO NORMAL ENGINE OPERATION.

Brief of Accident (Continued)

File No. - 381

5/30/83

FRIENDLY,MD

A/C Reg. No. N9966Y

Time (Lc1) - 1800 EDT

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

Finding(s)

1. FUEL SYSTEM - IMPROPER
  2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
- 

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

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

Finding(s)

3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
  4. 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) 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. - 204      3/14/83      NORRIDGEWOCK, ME      A/C Reg. No. N298P      Time (Lcl) - 1400 EST

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

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

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

Make/Model	- QUICKIE Q-2	Eng Make/Model	- ONAN B-48	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 40 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- 360/010 KTS</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>NORRIDGEWOCK, ME</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 AIRPORT</p> <p>Airport Data</p> <p>NORRIDGEWOCK</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE NEW HOME-BUILT ACFT HAD NO PREVIOUS FLT TIME. AFTER MAKING PREPARATIONS, THE PLT TAXIED TO RWY 33 FOR HIGH SPEED TAXI RUNS WITH RUNWAY LIFT-OFFS. ON THE FIRST HIGH SPEED RUN, HE LIFTED OFF TO ABOUT 20 FT AGL, THEN LANDED BACK ON THE RWY. HE REPORTED THAT ON THE SECOND RUN, THE ACFT LIFTED OFF AND IMMEDIATELY WENT UP TO APRX 40 FT AFTER POSSIBLY ENCOUNTERING A GUST OF WIND. TURBULENCE WAS MUCH MORE NOTICEABLE THAN ON THE FIRST LIFT-OFF. THE PLT BECAME CONCERNED THAT THERE WOULD BE INSUFFICIENT RWY REMAINING TO LAND, SO HE ELECTED TO CONTINUE TO CLIMB. AT APRX 60 FT AGL, THE ENG BEGAN VIBRATING AND THE POWER DROPPED TO ABOUT 2400 RPM. THE PLT ATTEMPTED A LEFT TURN BACK TO THE RWY. HOWEVER, THE ACFT IMMEDIATELY LOST ALTITUDE AND IMPACTED THE GROUND IN A NOSE DOWN ATTITUDE. THE IMPACT POINT WAS IN A SWAMPY THICKET ABOUT 50 YDS FROM THE SIDE OF THE RWY. THE WIND WAS REPORTED TO BE FROM 360 DEG AT 10 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 204

3/14/83

NORRIDGEWOCK, ME

A/C Reg. No. N298P

Time (Lc1) - 1400 EST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2      ABRUPT MANEUVER  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. STALL - IMPROPER USE OF - PILOT IN COMMAND

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

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

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

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. - 230      4/12/83      HOLLAND,MI      A/C Reg. No. N92777      Time (Lcl) - 1700 EST

-----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	0	1
Accident Occurred During -LANDING			0	0	0	0	2

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARK TOWNSHIP
Wind Dir/Speed- 150/021 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3075/ 50
Lowest Sky/Clouds - CLEAR	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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 5	Make/Model- 41
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED NOSE WHEEL FIRST IN A GUSTY CROSSWIND. THE ACTIVE RUNWAY WAS 5 AND THE WIND WAS 150 DEGREES AT 15 KTS GUSTING TO 21 KTS. THE PILOT STATED THAT BEFORE SHE COULD ROUND OUT A WIND GUST CAUSED THE ACFT TO DROP AND MAKE CONTACT ON THE NOSE GEAR. THE NOSE GEAR COLLAPSED AND THE FIRE WALL WAS BENT. NO ONE WAS INJURED.



Brief of Accident (Continued)

File No. - 230

4/12/83

HOLLAND,MI

A/C Reg. No. N92777

Time (Lc1) - 1700 EST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - CROSSWIND
  3. WEATHER CONDITION - GUSTS
  4. COMPENSATION FOR WIND CONDITIONS - 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) 4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 268      4/16/83      HARRISON, MI

A/C Reg. No. N8578C

Time (Lcl) - 1125 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

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

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

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2500  
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-UNK/NR  
Stall Warning System - YES

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 265/017 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 4100 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
YPSILANTI, MI  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

CLARE COUNTY  
Runway Ident      - 18  
Runway Lth/Wid      - 3000/ 100  
Runway Surface      - ASPHALT  
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)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type - PA28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 86      Last 24 Hrs - 1  
Make/Model- 86      Last 30 Days- 3  
Instrument- 4      Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE EXECUTED A GO-AROUND ON THE FIRST LANDING ATTEMPT BECAUSE OF A STRONG CROSSWIND AND HIGH AIRSPEED. ON THE SECOND APPROACH, HE EXECUTED A GO-AROUND FROM THE FLARE BECAUSE OF A "STRONG UPDRAFT". THE PILOT STATED THAT DURING THE GO-AROUND, SOMETHING BLACK COVERED THE RIGHT SIDE OF WINDSHIELD. HE STATED THAT HE RESPONDED BY MOVING HIS RIGHT ARM UP AND TURNING THE AIRCRAFT TO THE LEFT. THE LEFT WING STRUCK TREES ABOUT 15 GAL AGL AND ABOUT 100 FEET TO THE EAST OF THE RUNWAY MIDPOINT. A WITNESS STATED THAT ON THE SECOND LANDING, THE AIRCRAFT BOUNCED SEVERAL TIMES FOLLOWED BY THE LEFT WING RAISING. THE LANDING WAS ON RUNWAY 18. THE WIND WAS FROM 265 DEG AT 17 KTS GUSTING TO 20 KTS. REPORTEDLY, THE AIRPORT HAD TWO TURF RUNWAYS (4/22 AND 10/28).

Brief of Accident (Continued)

File No. - 268

4/16/83

HARRISON,MI

A/C Reg. No. N8578C

Time (Lc1)' - 1125 EST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - CROSSWIND
  3. WEATHER CONDITION - GUSTS
  4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

6. GO-AROUND - INITIATED - PILOT IN COMMAND
  7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

8. OBJECT - TREE(S)
- 

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 276      4/24/83      MT. PLEASANT, MI      A/C Reg. No. N6155K      Time (Lc1) - 1245 EDT

-----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	3

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

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMMING O-320D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2220	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	ON AIRPORT
Method	- N/A	FLINT, MI	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	PLEASANT MUNI
Wind Dir/Speed	- 010/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 09
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3900/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- WET
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 137	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model - 7	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 7
		Multi-Eng - 6	

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL SIGHT-SEEING FLT, THE PLT ELECTED TO LAND AT MT PLEASANT, MI FOR LUNCH. A LOW PASS WAS MADE OVER RWY 09. THE PLT REPORTED THAT WHILE HE WAS ON A SECOND APPROACH TO LAND, THE ACFT ENCOUNTERED WIND GUSTS AND A LOSS OF ALTITUDE. THE PLANE'S RIGHT WING STRUCK AND BROKE A 30 FT HIGH POWER LINE APRX 900 FT SHORT OF THE RWY. AFTER HITTING THE POWER LINE, THE ACFT SWERVED TO THE RIGHT, THE FLT CONTROLS BECAME MUSHY, AND THE ACFT CRASH LANDED TO THE RIGHT OF THE RWY. THE WIND WAS REPORTED TO BE FROM 010 DEG AT 12 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 276

4/24/83

MT. PLEASANT, MI

A/C Reg. No. N6155K

Time (Lc1) - 1245 EDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6.       COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
7.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - WIRE, TRANSMISSION

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 216      2/12/83      WORTHINGTON, MN      A/C Reg. No. N50567      Time (Lcl) - 1500 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 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR		
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 - TELETYPE	BLUE EARTH, MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SPEARFISH, SD	Runway Ident - N/A
Wind Dir/Speed- 180/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 400 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LNDG	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 298
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - 150	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 16
		Last 90 Days- 17
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS ABLE TO MAINTAIN VISUAL GROUND CONTACT AFTER HE LEFT BLUE EARTH, MN. HOWEVER, AS HE WAS FOLLOWING AN INTERSTATE HIGHWAY NEAR WORTHINGTON, MN, THE VISIBILITY DECREASED. HE ATTEMPTED TO GET TO THE ARPT AT WORTHINGTON, BUT SAW A POWER LINE & NOTED THAT THE WX WAS WORSE BEYOND THAT POINT. HE ELECTED TO LAND IN AN OPEN FIELD. DURING THE LANDING, THE ACFT NOSED OVER ON ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 216

2/12/83

WORTHINGTON, MN

A/C Reg. No. N50567

Time (Lc1) - 1500 CST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG

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

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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) 1,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 319      3/13/83      NORTHOME, MN

A/C Reg. No. N8949R

Time (Lcl) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
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 - AERONCA 7AC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

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

ELT Installed/Activated - YES/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- 280/008 KTS  
Visibility - 2.500 SM  
Lowest Sky/Clouds - 1200 FT  
Lowest Ceiling - 1200 FT OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation - FREEZING RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
INT'L FALLS, MN  
Destination  
CROOKSTON, MN

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
NORTHOME

Runway Ident - 20  
Runway Lth/Wid - 2200/ 150  
Runway Surface - GRASS/TURF  
Runway Status - WET

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

Pilot-In-Command

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

Age - 26

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 914	Last 24 Hrs	- 3
Make/Model-	57	Last 30 Days-	UNK/NR
Instrument-	261	Last 90 Days-	41
Multi-Eng -	819		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK WHILE LANDING ON THE AIRPORT AT NORTHOME, MN. THERE WAS NO UNICOM AT NORTHOME AND NOTAMS ADVISED THE RUNWAY WAS CLOSED. THE WEATHER WAS VMC BUT OVERCAST WITH FREEZING RAIN. THE PILOT REPORTED HE MADE A PRECAUTIONARY LANDING BECAUSE OF A BUILD-UP OF ICE ON THE WINDSHIELD BUT HAD NOT PLANNED TO LAND AT THE AIPTOR PRIOR TO DEPARTURE.



Brief of Accident (Continued)

File No. - 319

3/13/83

NORTHOME,MN

A/C Reg. No. N8949R

Time (Lc1) - 1530 CST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. NOTAMS - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. OBJECT - SNOWBANK

-----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. - 392      4/16/83      ALEXANDRIA,MN      A/C Reg. No. N8034D      Time (Lcl) - 1130 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 - PIPER PA-22	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 - 2000	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	PELICAN RAPIDS,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS,MN	ALEXANDRIA
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5700/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LNDG	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2072
SE LAND,SE SEA	Months Since - 17	Last 24 Hrs - 6
	Aircraft Type - PA-22	Make/Model- 205
		Instrument- 25
		Multi-Eng - 20
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO MAKE A PRECAUTIONARY LANDING AFTER HE HEARD A NOISE OR BANG WHICH HE THOUGHT WAS THE MUFFLER. THE PILOT MADE A DECISION TO LAND ON A RUNWAY WHICH HAD AN UNFAVORABLE WIND. CONTROL WAS LOST WHEN A GUST OF WIND RAISED THE LEFT WING. THE RIGHT WING TIP STRUCK THE GROUND AND AT ABOUT 10 MPH THE RT MAIN GEAR COLLAPSED. EXAMINATION OF THE ENGINE DISCLOSED AN EXHAUST STUD CAME LOOSE WHICH ALLOWED EXHAUST GAS TO BLOW BY THE GASKET.

Brief of Accident (Continued)

File No. - 392

4/16/83

ALEXANDRIA, MN

A/C Reg. No. N8034D

Time (Lc1) - 1130 CST

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

Finding(s)

1. EXHAUST SYSTEM, GASKET - LOOSE

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

Finding(s)

2. PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 320      5/21/83      STANTON,MN      A/C Reg. No. N544J      Time (Lcl) - 1530 CDT

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

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

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

Make/Model - SCHREDER HP12A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CARLTON
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2560/ 308
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4096
SE LAND,ME LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 10
		Multi-Eng - 2706
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT PERFORMED HIS PREFLIGHT CHECKS INCLUDING A FLIGHT CONTROL CHECK. AFTER LIFT OFF THE PILOT COULD NOT CONTROL THE PITCH OF THE GLIDER. AS THE PITCH INCREASED TO ABOUT 30 DEGREES HE ELECTED TO RELEASE THE TOW CABLE FROM THE TOW AIRCRAFT. THE GLIDER STALLED AND "FELL OVER ON RIGHT WING" AT ABOUT 50 TO 100 FEET AND CONTACTED THE GROUND AT ABOUT A 40 DEGREE NOSE LOW ATTITUDE. EXAMINATION REVEALED THAT THE RUDDERVATOR WAS NOT PROPERLY INSTALLED.

Brief of Accident (Continued)

File No. - 320

5/21/83

STANTON,MN

A/C Reg. No. N544J

Time (Lcl) - 1530 CDT

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

Finding(s)

1. FLIGHT CONTROL,ELEVATOR ATTACHMENT - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
3. FLIGHT CONTROL,ELEVATOR ATTACHMENT - IMPROPER

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 248      2/07/83      VICHY,MO

A/C Reg. No. N202JM

Time (Lc1) - 1415 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

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

Make/Model - CESSNA 310F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4830  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470D  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 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- 210/006 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  
SALEM,MO  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1455	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 PLT STATED THAT SHORTLY AFTER TAKEOFF, AT 500 FT AGL, THE LEFT PROP FEATHERED BY ITSELF, THEN THE LEFT ENGINE QUIT & HE WAS UNABLE TO RESTART IT. HE ELECTED TO DIVERT TO ROLLA, MO & LAND AT THE NATIONAL ARPT WHICH HAD A LONGER RWY. WHILE EN ROUTE, HE RADIOED THAT THE ACFT WOULD NOT MAINTAIN ALT, THEN REPORTED THAT THE RIGHT ENGINE WAS SMOKING. FSS PERSONNEL SAW SMOKE FROM THE ACFT & STARTED THE FIRE/RESCUE PROCEDURE. AFTER THE RIGHT ENGINE LOST POWER, THE ACFT STRUCK TREES, CRASHED & BURNED. AN INVESTIGATION REVEALED THAT THE ACFT HAD BEEN FUELED WITH UNLEADED 87 OCTANE AUTO FUEL. THE OWNER HAD OBTAINED 500 GAL OF UNLEADED AUTO FUEL ON 11/11/82. AN EXAM OF THE LEFT ENGINE REVEALED EROSION OF THE #1, #5 & #6 PISTON CROWNS, BLACK OIL WITH ALUMINUM FRAGMENTS & SILICONE RUBBER GASKET CEMENT, AND OVER HEATING OF THE #4 & #5 MAIN BEARINGS. THE RIGHT ENGINE HAD DETONATION DAMAGE ON THE #3 PISTON, FLAME PATH THRU THE #4 CYLINDER (UNDER THE EXHAUST VALVE), MELTED ALUMINUM ON THE VALVE HEADS & PISTON CROWNS, 2 BRKN RINGS, OTR DISCREPANCIES.

Brief of Accident (Continued)

File No. - 248

2/07/83

VICHY,MO

A/C Reg. No. N202JM

Time (Lc1) - 1415 CST

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

Finding(s)

1. FLUID,FUEL GRADE - IMPROPER
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - COMPANY/OPERATOR MGMT
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. ENGINE ASSEMBLY,PISTON - OTHER
5. ENGINE ASSEMBLY - OVERTEMPERATURE

Occurrence #2      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

6. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
7. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
8. ENGINE ASSEMBLY,PISTON - OTHER
9. ENGINE ASSEMBLY,CYLINDER - BURNED
10. ENGINE ASSEMBLY,RING - FAILURE,TOTAL
11. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

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

Finding(s)

12. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 6,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 345      4/27/83      SPRINGFIELD,MO      A/C Reg. No. N8301Y      Time (Lcl) - 1032 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2	
Accident Occurred During -LANDING			0	0	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 - 6	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SPRINGFIELD,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPRINGFIELD REGIONAL
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - MILITARY(VFR)	Runway Lth/Wid - 7003/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 11945
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- 416
		Instrument- 1639
		Multi-Eng - 3964
		Last 30 Days- UNK/NR
		Last 90 Days- 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT RETRACTED THE LANDING GEAR DURING LANDING ROLL. THIS WAS TO BE A TOUCH AND GO LANDING AND THE STUDENT HAD JUST RAISED THE FLAPS IN PREPARATION FOR TAKEOFF. THE INSTRUCTOR STATED THAT DURING THE LANDING ROLL THE STUDENT PILOT MOVED THE GEAR HANDLE UP AND DOWN AND THE GEAR RETRACTED.



Brief of Accident (Continued)

File No. - 345

4/27/83

SPRINGFIELD,MO

A/C Reg. No. N8301Y

Time (Lc1) - 1032 CDT

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Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - DUAL STUDENT
  2. CLIMB - INADEQUATE - PILOT IN COMMAND(CFI)
- 

----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. - 296      5/04/83      CAPE GIRARDEAU,MO      A/C Reg. No. N1996E      Time (Lcl) - 0047 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire      NONE

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

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

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

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 220/008 KTS  
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  
SAME AS ACC/INC  
Destination  
CINCINNATI,OH

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - C-172N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 318	Last 24 Hrs - UNK/NR
Make/Model- 208	Last 30 Days- UNK/NR
Instrument- 9	Last 90 Days- 8
Multi-Eng - 21	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOTS WERE PARTICIPATING IN A GRAND PRIX AIR RACE. AFTER A NORMAL PREFLIGHT, THEY TOOK OFF & CROSSED OVER THE ARPT FOR RACE TIMING PURPOSES. A CLIMB WAS BEGUN ON COURSE, AND A SHORT TIME LATER, THE ENGINE BEGAN LOOSING POWER. THE AIRCREW TURNED BACK TOWARD THE ARPT, BUT THE ENGINE BEGAN TO RUN ROUGH, THEN QUIT. DURING A FORCED LANDING IN A MUDDY FIELD, THE NOSE GEAR COLLAPSED & THE ACFT STOPPED ABRUPTLY. AN EXAM OF THE ENGINE REVEALED THAT A CONNECTING ROD HAD FAILED & PUNCTURED THE CRANKCASE. BEARING DAMAGE WAS EVIDENT THRU-OUT THE ENGINE REFLECTING LACK OF LUBRICATION. TWO MAGNETO DRIVE CUSHIONS WERE FOUND BLOCKING THE OIL SYS PICK-UP TUBE. THESE WERE IN ADDITION TO THE TWO WHICH WERE PROPERLY INSTALLED IN THE MAGNETO DRIVE SYS. AN OPENING BETWEEN THE ACCESSORY SECTION & THE OIL SUMP WOULD ALLOW THE CUSHIONS TO ENTER THE OIL SUMP.

Brief of Accident (Continued)

File No. - 296

5/04/83

CAPE GIRARDEAU,MO

A/C Reg. No. N1996E

Time (Lcl) - 0047 CDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL TUBING - BLOCKED(PARTIAL)
  2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
  3. FLUID,OIL - STARVATION
  4. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
- 

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

-----

Occurrence #3      NOSE GEAR COLLAPSED  
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) 1,2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 318      5/08/83      SPRINGFIELD,MO      A/C Reg. No. N4801N      Time (Lcl) - 1820 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3112	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	ON AIRPORT
Method - TELEPHONE	GREENFIELD,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD,MO	DOWNTOWN
Wind Dir/Speed- 050/011 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3800/ 35
Lowest Sky/Clouds - SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 176
SE LAND	Months Since - 10	Make/Model- 24
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RUNWAY, COLLAPSED THE NOSE GEAR AND NOSED OVER DURING LANDING. THE PILOT WAS UNABLE TO EXTEND THE FLAPS AND TRIED TO LAND ON A 3800 FOOT RUNWAY. THERE WAS A 7003 FOOT RUNWAY 8 NM WEST OF THE LANDING SITE. THE PILOT ALSO HAD A TAILWIND OF 11 KTS DURING LANDING. HE HAD MADE ONE APPROACH AND PERFORMED A GO-AROUND. ON THE 2ND APPROACH HE WAS UNABLE TO EXTEND THE FLAPS SO HE AGAIN WENT AROUND. HE LANDED ON THE 3RD ATTEMPT BUT WAS TOO FAST AND RAN OFF THE RUNWAY INTO HIGH GRASS TO SLOW THE ACFT. THE ACFT WENT INTO A SOFT PLOWED FIELD, BROKE THE NOSE GEAR AND NOSED OVER. A MICRO-LIMIT-SWITCH HAD MALFUNCTIONED TO PREVENT THE FLAPS FROM OPERATING.

Brief of Accident (Continued)

File No. - 318

5/08/83

SPRINGFIELD,MO

A/C Reg. No. N4801N

Time (Lc1) - 1820 CDT

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

Finding(s)

1. FLIGHT CONTROL,FLAP - INOPERATIVE
2. ELECTRICAL SYSTEM,ELECTRIC SWITCH - FAILURE,TOTAL

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

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
5. LOWERING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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) 4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 298      5/09/83      NEW ALBANY, MS      A/C Reg. No. N76379      Time (Lcl) - 1930 CDT

-----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	1	0	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

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

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 14000 FT SCATTERED</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">NEW ALBANY, MS</p> <p>Destination</p> <p style="padding-left: 20px;">NEW ALBANY, MS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">NEW ALBANY</p> <p>Runway Ident - 50</p> <p>Runway Lth/Wid - 3900/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 31
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS INSTRUCTED TO MAKE 1 OR 2 LANDINGS AFTER RETURNING FROM A SOLO CROSS-COUNTRY FLT. HE WAS UNABLE TO RECALL DETAILS OF THE ACCIDENT, BUT HIS WIFE WAS AT THE AIRPORT & WAS A WITNESS. ACCORDING TO HER, THE PLT MADE A GO-AROUND ON HIS FIRST APPROACH. ON THE SECOND APPROACH, THE ACFT TOUCHED DOWN, BOUNCED ONCE OR TWICE, POWER WAS ADDED & THE ACFT LIFTED OFF. HOWEVER, DURING THE SEQUENCE, THE ACFT ANGLED TO THE LEFT OF THE RWY & SUBSEQUENTLY COLLIDED WITH A ROW OF TREES APRX 360 FT FROM THE RWY CENTERLINE. THE ACFT WAS EXAMINED & AN ENGINE RUN-UP WAS MADE, BUT NO PREIMPACT MECHANICAL MALFUNCTION OF FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 298

5/09/83

NEW ALBANY,MS

A/C Reg. No. N76379

Time (Lc1) - 1930 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 297      6/08/83      RULEVILLE,MS      A/C Reg. No. N1001G      Time (Lcl) - 0855 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL APPLICATION  
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      - TEXAS HELICOPTER OH-13H/M74A	Eng Make/Model      - LYCOMING VO-435-A1F	ELT Installed/Activated      - UNK/NR
Landing Gear      - SKID	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 2450	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - UNK/NR	

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

Weather Data  
Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      004 KTS  
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      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  
SE LAND,ME LAND

Age      - 36  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3949      Last 24 Hrs      - 2  
Make/Model-      990      Last 30 Days-      UNK/NR  
Instrument-      234      Last 90 Days-      55  
Multi-Eng      - 2800      Rotorcraft      - 2442

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST POWER DURING A SWATH RUN. A RUN-ON LANDING WAS MADE. PRIOR TO STOPPING, THE RIGHT SKID & RIGHT SPRAY BOOM HIT A RICE LEVEL, AND SUBSEQUENILY, THE MAIN ROTOR BLADE CHOPPED THE TAIL BOOM. NO PREIMPACT FAILURES WERE FOUND.



Brief of Accident (Continued)

File No. - 297

6/08/83

RULEVILLE, MS

A/C Reg. No. N1001G

Time (Lcl) - 0855 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED

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

Finding(s)  
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
3. RUN ON LANDING - PERFORMED - PILOT IN COMMAND

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

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

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. - 210 1/15/83 GALEN,MT

A/C Reg. No. N4610Y

Time (Lcl) - 1030 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
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- 180/010 KTS  
Visibility - 60.0 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  
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 - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 147  
Make/Model- 94  
Instrument- 2  
Last 24 Hrs - 1  
Last 30 Days- 3  
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT CIRCLED AROUND SOME RANCH BUILDING, THEN BEGAN A STEEP CLIMBING TURN. THE PLT STATED THAT HE WAS MOMENTARILY DISTRACTED BY AN OUTSIDE OBSERVATION, THE CLIMB BECAME TOO STEEP, AND THE PLANE STALLED. THE PILOT INITIATED A RECOVERY, BUT THE ACFT HIT THE GROUND IN A WINGS LEVEL ATTITUDE WHILE STILL SETTLING, HE REPORTED THAT AFTER HITTING THE GROUND, THE ACFT BOUNCED THRU A FENCE, SLID DOWN A SLOPE ALONG ANOTHER FENCE AND CAME TO REST IN A DITCH.

Brief of Accident (Continued)

File No. - 210

1/15/83

GALEN,MT

A/C Reg. No. N4610Y

Time (Lc1) - 1030 MST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 291      4/24/83      FT. SMITH,MT      A/C Reg. No. N9171T      Time (Lcl) - 1630 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
HARDIN,MT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 220/030 KTS  
Visibility - 100.0 SM  
Lowest Sky/Clouds - 20000 FT SCATTERED  
Lowest Ceiling - NONE  
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 - 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 - 30

Biennial Flight Review

Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	517	Last 24 Hrs -	1
Make/Model-	20		Last 30 Days-	UNK/NR
Instrument-	91		Last 90 Days-	14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF FROM FT SMITH, THE PLT LEVELED AT 500 FT AGL & FOLLOWED A RIVER TO LOOK AT SOME PROPERTY APRX 5 MI AWAY. WHILE EN ROUTE, THE ENGINE BEGAN TO SPUTTER & RUN IRREGULARILY. HE PERFORMED A SUCCESSFUL PRECAUTIONARY LANDING IN A FIELD WHERE HE MADE A THOROUGH ENGINE RUN-UP & ALL SYSTEMS CHECKED NORMAL. THINKING THAT THE ENGINE MAY HAVE PASSED SOME WATER, HE ELECTED TO TAKEOFF & FLY TO HARDIN, MT. APRX 2 MIN AFTER TAKEOFF, THE ENGINE BEGAN SPUTTERING & RUNNING IRREGULAR AGAIN; HOWEVER, THE PILOT COULD GET NO IMPROVEMENT WHEN HE ATTEMPTED TO RESTORE THE POWER. A FORCED LANDING WAS MADE IN A FIELD BEYOND SOME POWER LINES. WHILE APPLYING HEAVY BRAKES TO STOP BEFORE REACHING A DITCH, THE PLANE NOSED OVER. AN EXAM OF THE ACFT & ENGINE WAS MADE, BUT NO CAUSE FOR THE POWER LOSS WAS FOUND.

Brief of Accident (Continued)

File No. - 291

4/24/83

FT. SMITH,MT

A/C Reg. No. N9171T

Time (Lcl) - 1630 MDT

Occurrence #1 LOSS OF POWER  
Phase of Operation CRUISE

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 - HIGH OBSTRUCTION(S)  
3. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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. - 322      4/08/83      LIBERTY, NC      A/C Reg. No. N3918P      Time (Lcl) - 1925 EST

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GREENSBORO, NC	CAUSEY
Wind Dir/Speed- VARIABLE/004 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2524
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 2333
	Aircraft Type - UNK/NR	Instrument- 164
		Multi-Eng - 16
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING TAKEOFF CLIMB AND CRASHED TO THE GROUND IN A NOSE LOW ATTITUDE. THE 4 OCCUPANTS RECEIVED ONLY MINOR INJURIES. THIS WAS THE BEGINNING OF A 10 MINUTE NIGHT FLIGHT IN DARK OVERCAST CONDITIONS. THE PILOT LOWERED THE ACFT NOSE AFTER TAKEOFF TO INCREASE THE 75 KT. AIRSPEED. SHORTLY THEREAFTER THE ACFT WAS CLIPPING TREES ALONG THE RIGHT SIDE OF THE RUNWAY AND CONTACTED THE GROUND AND NOSED OVER.

Brief of Accident (Continued)

File No. - 322

4/08/83

LIBERTY, NC

A/C Reg. No. N3918P

Time (Lcl) - 1925 EST

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

Finding(s)

1. OBJECT - TREE(S)
  2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
  3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

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

-----

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

-----

----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. - 356      4/20/83      HENDERSONVILLE, NC      A/C Reg. No. N5457D      Time (Lcl) - 1410 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
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	0	0	0

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

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

Eng Make/Model      - LYCOMING O-320-H2AD  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 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- 320/013 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  
TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

HENDERSONVILLE  
Runway Ident      - 32  
Runway Lth/Wid      - 3075/ 40  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 34  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 17      Last 24 Hrs - UNK/NR  
Make/Model- 15      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD STARTED TOUCH AND GO LANDINGS AFTER SOME AIR WORK. THE 1ST LANDING WAS SUCCESSFUL, BUT DURING THE 2ND A GUST OF WIND CARRIED THE ACFT OFF THE RUNWAY DURING THE FLARE. IN ATTEMPTING TO GO AROUND WITH FULL THROTTLE AND FLAPS RETRACTING, THE WING DRAGGED AND THE NOSE DUG IN. THE ACFT THEN NOSED OVER.



Brief of Accident (Continued)

File No. - 356

4/20/83

HENDERSONVILLE, NC

A/C Reg. No. N5457D

Time (Lcl) - 1410 EST

-----  
Occurrence #1       LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2       NOSE OVER  
Phase of Operation    LANDING

Finding(s)

4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  5. GO-AROUND - INITIATED - 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) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 352      6/04/83      RAEFORD, NC      A/C Reg. No. N5386Q      Time (Lcl) - 2200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAEFORD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 154
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 154
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WANTED TO PRACTICE NIGHT LANDINGS. HE MADE ON SUCCESSFUL TOUCH AND GO LANDING. ON THE SECOND ATTEMPT HE WENT LOW ON FINAL AND STRUCK THE TOP OF TREES SHORT OF THE RUNWAY. A VASI WAS IN PLACE ON THE LANDING RUNWAY. THE PILOT HAD FLOWN 6 HRS IN 1983 ALL IN THE PRECEDING 30 DAYS. THIS WAS HIS FIRST NIGHT FLIGHT. HE HAD NOT BEEN ENDORSED FOR SOLO IN THE PRECEDING 90 DAYS.

Brief of Accident (Continued)

File No. - 352

6/04/83

RAEFORD, NC

A/C Reg. No. N5386Q

Time (Lc1) - 2200 EDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 355      6/22/83      GASTONIA, NC      A/C Reg. No. N5284D      Time (Lcl) - 0955 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 090/009 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 700 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ASHEVILLE, NC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ASR

Airport Proximity  
ON AIRPORT

Airport Data

GASTONIA MUNICIPAL  
Runway Ident - 30  
Runway Lth/Wid - 3500/ 100  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - UNK/NR  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	970	Last 24 Hrs -	1
Make/Model-	791	Last 30 Days-	UNK/NR	
Instrument-	266	Last 90 Days-	41	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A ASR APPROACH AND SIGHTED THE RUNWAY AT 1/2-MILE OUT AT AN ALTITUDE OF 800 FEET AGL. TOUCHDOWN WAS MADE AT ABOUT HALF WAY DOWN THE RUNWAY AT 68 KTS WITH 40 DEGREES OF FLAPS. BRAKING WAS LESS THAN GOOD AND THE ACFT HIT A BARRIER AT RUNWAYS END WHICH CAUSED IT TO NOSE OVER. THE PILOT STATED IT WAS RAINING AT TIME OF LANDING WITH STANDING WATER ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 355

6/22/83

GASTONIA,NC

A/C Reg. No. N5284D

Time (Lc1) - 0955 EDT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 264      3/03/83      CHADRON, NE      A/C Reg. No. N2445R      Time (Lcl) - 1015 CST

-----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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3112  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - 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 - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BRIDGEPORT, NE  
Destination  
CHADRON, NE

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)  
PRIVATE  
SE LAND

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 675  
Make/Model- 190  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 25  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE STOPPED WHEN THE ACFT WAS WITHIN 10 MILES FROM THE DESTINATION AIRPORT. THE PILOT STATED THAT HE HAD THE FUEL VALVE TO THE "BOTH POSITION" WHEN THE ENGINE SPUTTERED AND STOPPED. HE SAYS HE PULLED ON CARBURETOR HEAT, SWITCHED FUEL TANKS, THEN CONCENTRATED ON THE FORCED LANDING. DURING THE LANDING, THE NOSE GEAR MIRED IN SOFT TERRAIN AND THE ACFT NOSED OVER. THE PILOT STATED THE FUEL GAUGES INDICATED ONE QUARTER FULL IN EACH TANK AFTER THE ENGINE STOPPED. AT THE ACCIDENT SITE, THE FUEL VALVE WAS FOUND IN THE RIGHT TANK POSITION. THE LEFT TANK WAS EMPTY AND THE RIGHT TANK CONTAINED 15 GALLONS OF FUEL. THERE WAS FUEL IN ALL LINES, THE MAIN FUEL FILTER AND THE CARBURETOR. NO REASON WAS FOUND FOR THE POWERPLANT STOPPAGE.

Brief of Accident (Continued)

File No. - 264

3/03/83

CHADRON, NE

A/C Reg. No. N2445R

Time (Lc1) - 1015 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      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - SOFT  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 247      4/17/83      AXTELL,NE      A/C Reg. No. N714BP      Time (Lcl) - 1900 CDT

-----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 -TAKEOFF			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150M	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 ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOLDREGE,NE	
Wind Dir/Speed- CALM		Runway Ident - 35
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 1310 -UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 107
SE LAND	Months Since - 12	Last 24 Hrs - 6
	Aircraft Type - 172	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE BEGAN TAKING OFF ON A 1310 FT RWY THAT WAS DRY BUT SPONGY. THE ELEVATION WAS REPORTED AS 2210 FT, THE WIND WAS CALM, AND THE TEMPERATURE WAS 55 DEG. THE FLAPS WERE SET AT 10 DEG. REPORTEDLY, THE ACFT LIFTED OFF, BUT SETTLED BACK TO THE RWY, THEN LIFTED OFF AGAIN. THE PLT BECAME CONCERNED ABOUT CLEARING 15 FT TREES AT THE END OF THE RWY AND DECIDED TO ABORT. DURING THE ABORT, THE ACFT CAME DOWN HARD ON THE NOSE GEAR WHICH FOLDED AFT. THE ACFT THEN WENT INTO AN ADJACENT CORN STUBBLE FIELD BESIDE THE RWY AND NOSED OVER. THE COMPUTED TAKEOFF DISTANCE TO CLEAR A 50 FT OBSTACLE (FOR SIMILAR CONDITIONS) WAS APRX 1660 FT.



Brief of Accident (Continued)

File No. - 247

4/17/83

AXTELL,NE

A/C Reg. No. N714BP

Time (Lc1) - 1900 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3.        IMPROPER DECISION,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
  5. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation   TAKEOFF

Finding(s)

6. TERRAIN CONDITION - SOFT
  7. LANDING GEAR,NOSE GEAR - OVERLOAD
- 

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) 1,2,4,5

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. - 279      4/27/83      MINATARE, NE      A/C Reg. No. N23472      Time (Lcl) - 1759 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -MANEUVERING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
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	SCOTTSBLUFF, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 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 - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1139
SE LAND	Months Since - 11	Make/Model- 23
	Aircraft Type - 172	Instrument- 100
		Multi-Eng - 283
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS MAKING A LOW PASS TO LOOK OVER A POSSIBLE LANDING AREA, WHEN HE ALLOWED THE ACFT TO INADVERTENTLY TOUCH DOWN ON SOFT SOIL BESIDE THE STRIP. THE ACFT BOUNCED, THEN LANDED HARD AND THE MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 279

4/27/83

MINATARE,NE

A/C Reg. No. N23472

Time (Lc1) - 1759 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. TERRAIN CONDITION - GROUND
  4. TERRAIN CONDITION - SOFT
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    MANEUVERING

Finding(s)

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. - 343      6/24/83      DENTON, NE      A/C Reg. No. N2506D      Time (Lcl) - 1330 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	3
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL 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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DENISON, TX	BRUSNAHAN
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 398
SE LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 128
		Last 30 Days- UNK/NR
		Instrument- 64
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE RUNWAY DURING TAKEOFF. THE PILOT SAID THE ACFT DRIFTED TO THE LEFT AFTER THE TAILWHEEL WAS RAISED. HE SAID HE BROUGHT THE ACFT BACK TO THE CENTERLINE BUT IT DRIFTED LEFT AGAIN AND ENTERED TALL GRASS BESIDE THE RUNWAY. AS THE PILOT ATTEMPTED TO REGAIN THE RUNWAY THE LEFT MAIN AND TAIL GEAR CONTACTED ROUGH TERRAIN AND BROKE.

Brief of Accident (Continued)

File No. - 343

6/24/83

DENTON, NE

A/C Reg. No. N2506D

Time (Lc1) - 1330 CDT

-----  
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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
  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) 1,2,3

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. - 349      4/27/83      HAMMONTON,NJ      A/C Reg. No. N4861G      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL	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 172N	Eng Make/Model	- LYCOMING O-320HZAD	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	CALDWELL,NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HAMMONTON,NJ	HAMMONTON
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 6500 FT	Type of Clearance - VFR ON TOP	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 62	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 62	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED OFF THE RUNWAY INTO A SOFT FIELD AND NOSED OVER DURING LANDING. THE LANDING WAS ON RUNWAY 21 AND THE WIND WAS FROM 240 DEGREES AT 10 KTS. THE ACFT HAD ROLLED ABOUT 1000 FEET WHEN IT BEGAN TO VEER TO THE RIGHT. THE PILOT TRIED LEFT RUDDER AND AILERON. THIS DID NOT STOP THE SWERVE SO THE PILOT TRIED LEFT AILERON AND LEFT BRAKE. THE AIRCRAFT LEFT THE RUNWAY AND WENT 50 FEET INTO A PLOWED FIELD WHERE IT NOSED OVER AS IT STOPPED.

Brief of Accident (Continued)

File No. - 349

4/27/83

HAMMONTON, NJ

A/C Reg. No. N4861G

Time (Lc1) - 1500 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - 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. - 214      2/05/83      LAS VEGAS, NV      A/C Reg. No. N1547H      Time (Lcl) - 2116 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During - DESCENT		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS, NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TORRANCE, CA	Runway Ident - N/A
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 410
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 15
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 8
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A MOUNTAIN DURING A NIGHT CROSS-COUNTRY. THE WEATHER WAS VMC AT TAKEOFF BUT BECAME IMC LATER NEAR THE MOUNTAINS. A VFR FLIGHT PLAN WAS FILED BUT NEVER OPENED. THE PILOT CONTINUED FLIGHT INTO AN AREA OF KNOWN IMC CONDITIONS. HE HAD RETURNED TO LAS VEGAS ONCE AND ASKED FOR MORE WEATHER BRIEFING. SHORTLY AFTER HIS SECOND DEPARTURE, AT NIGHT HE ASKED FOR ATC HELP FOR SEPARATION THROUGH LAS VEGAS, CA. HE WAS OBSERVED CLIMBING IN HEAVY RAIN. ABOUT 15 MINUTES LATER AT 1226, HE REPORTED NAVIGATIONAL PROBLEMS. ATC GAVE HIM A HEADING FOR A RETURN. ATC PERSONNEL OBSERVED THAT THE AIRCRAFT COMMENCED A TURN WHICH TIGHTENED AND THEN THE TARGET DISAPPEARED FROM THE RADAR SCOPE. THE AIRCRAFT IMPACTED ABOUT 65 FT BELOW A RIDGE LINE AT AN ELEVATION OF ABOUT 3500 FT MSL. IT IMPACTED RISING TERRAIN WITH THE RIGHT WING FIRST, THE AIRCRAFT TRAVELED 58 FT UPSLOPE BEFORE COMING TO REST. MOUNTAIN TOPS IN THE AREA WERE OBSCURED.



Brief of Accident (Continued)

File No. - 214

2/05/83

LAS VEGAS,NV

A/C Reg. No. N1547H

Time (Lc1) - 2116 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. WEATHER CONDITION - RAIN
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - CLOUDS

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT

Finding(s)

5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

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. - 287      3/12/83      ALBANY, NY      A/C Reg. No. N1011N      Time (Lcl) - 1900 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-EAST COAST AIRWAYS	NONE		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire			0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE		Crew	0		2
Accident Occurred During	-LANDING			Pass	0		4

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- AIR RESEARCH TPE 331	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	- 21	Rated Power	- 840 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WESTFIELD, MA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ALBANY, NY	ALBANY
Wind Dir/Speed - 340/010 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7200/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - SNOW - CRUSTED
Obstructions to Vision - FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4500
SE LAND	Months Since - 4	Make/Model - 120
	Aircraft Type - PA-32	Instrument - 410
		Multi-Eng - 3100
		Last 24 Hrs - 3
		Last 30 Days - 40
		Last 90 Days - 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE FOLLOWED THE ILS GLIDE SLOPE TO TOUCHDOWN ABOUT 1000 FT DOWN THE RWY. HE REPORTED THE LANDING WAS SMOOTH, AND WHEN THE ACFT WAS APRX 100 FT FROM THE INTERSECTION OF RWYS 1/19 AND 10/28, HE SAW A RIDGE OF SNOW AND ICE ACROSS THE RWY. SINCE THE ACFT WAS STILL TRAVELING AT APRX 50 KTS, THE AIRCREW COULD NOT AVOID THE ICE AND SNOW. AS THE ACFT CROSSED THE INTERSECTION, A LOUD NOISE WAS HEARD. THE LANDING GEAR AURAL WARNING HORN ACTIVATED AND THE RED LIGHT ON THE NOSE GEAR INDICATOR ILLUMINATED. AFTER STOPPING, AN INSPECTION REVEALED THE NOSE GEAR WAS BENT AFT AND THE FUSELAGE WAS WRINKLED. ALSO, THE SPACE BETWEEN THE NOSEWHEEL TIRES WAS FOUND PACKED WITH ICE. A FURTHER INVESTIGATION REVEALED THAT SNOWPLOW OPERATORS HAD BEEN PLOWING SNOW ON RWY 10/28 AND TURN-AROUNDS HAD BEEN MADE ON RWY 1/19 BEFORE SWEARINGEN, N1011N, HAD LANDED.

Brief of Accident (Continued)

File No. - 287

3/12/83

ALBANY, NY

A/C Reg. No. N1011N

Time (Lc1) - 1900 EST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. AIRPORT SNOW REMOVAL - IMPROPER - AIRPORT PERSONNEL

-----  
----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. - 299      3/31/83      BATAVIA, NY      A/C Reg. No. N7364R      Time (Lcl) - 1753 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - LYCOMING O-540-J3C-5D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	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-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CALDWELL, NJ	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	BATAVIA, NY	GENESEE COMPANY
Wind Dir/Speed- UNK/NR		Runway Ident - 10
Visibility - 10.0 SM	<b>ATC/Airspace</b>	Runway Lth/Wid - 4400/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1825
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 229
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD TROUBLE WITH MAINTAINING HEADING DURING THE ENTIRE FLIGHT DUE TO MALFUNCTION OF THE RUDDER TRIM. DURING LANDING, DIRECTIONAL CONTROL WAS LOST AND THE ACFT LEFT THE RUNWAY AND COLLIDED WITH TREES. AN INSPECTION OF THE RUDDER SYS REVEALED EXCESSIVE CLEARANCE (.05% INCH) BETWEEN THE HORIZONTAL DRIVE SPROCKET THE REAR VERTICAL DRIVE SPROCKET. WITH THIS PROBLEM, THE PLT COULD NOT RETURN THE RUDDER TRIM TO NEUTRAL.

Brief of Accident (Continued)

File No. - 299

3/31/83

BATAVIA, NY

A/C Reg. No. N7364R

Time (Lc1) - 1753 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLT CONTROL SYST, RUDDER TAB CONTROL (TRIM) - BINDING (MECHANICAL)
2. LANDING GEAR, NOSEWHEEL STEERING - OTHER
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----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. - 280      4/08/83      WELLSVILLE, NY      A/C Reg. No. N3515M      Time (Lcl) - 0935 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	1	Serious	0	Minor	0	None	0
Type of Operation -BUSINESS	Fire	Crew	1	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	5	0	0	0	0	0	0
Accident Occurred During -MANEUVERING									

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300	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 - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WELLSVILLE, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LANCASTER, PA	WELLSVILLE
Wind Dir/Speed- 360/002 KTS	ATC/Airspace	Runway Ident - 10
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
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 - 404
SE LAND	Months Since - 19	Last 24 Hrs - 1
	Aircraft Type - PA28R20	Make/Model- 20
		Last 30 Days- 25
		Instrument- 39
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

JUST PRIOR TO THIS FLT, THE PLT HAD FLOWN FROM HORNELL, NY TO WELLSVILLE, NY. BEFORE DEPARTING HORNELL, HE RADIOED THAT THE VACUUM ANNUNCIATOR LIGHT WAS ON, & DURING A RUN-UP, THE SUCTION GAUGE READ ZERO. GROUND PERSONNEL ADVISED THAT WITH THIS PROBLEM, THE ARTIFICIAL HORIZON, DIRECTIONAL GYRO & AUTOPILOT WOULD BE INOP & TO STAY AWAY FROM CLOUDS. AFTER LANDING AT WELLSVILLE, PASSENGERS ENPLANED WHILE THE ENG WAS RUNNING. THE ACFT DEPARTED WELLSVILLE AT APRX 0925 IN WX ESTIMATED TO BE 900 FT OVERCAST, VISIBILITY 1 1/2 TO 2 MI. APRX 10 MIN LATER, IT CRASHED & BURNED AFTER HITTING TREES ON RISING TERRAIN, APRX 7 MI ESE OF THE ARPT. IT IMPACTED ON A HEADING OF 240 DEG. PRIOR TO IMPACT, WITNESSES NEARBY HEARD AN AIRCRAFT TRAVELING GENERALLY FROM WEST TO EAST THAT SOUNDED LOUD & LOW. ONE STATED HE COULD NOT SEE THE ACFT DUE TO DENSE FOG. THE NON-INSTRUMENT RATED PLT HAD RECEIVED DUAL INSTRUMENT TRAINING, BUT VERY LITTLE PARTIAL PANEL TRAINING. AN EXAM OF THE VACUUM PUMP REVEALED THE DRIVE SHAFT WAS SHEARED.

Brief of Accident (Continued)

File No. - 280

4/08/83

WELLSVILLE, NY

A/C Reg. No. N3515M

Time (Lc1) - 0935 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VACUUM SYSTEM - FAILURE, TOTAL
3. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
4. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE
5. AUTOPILOT/FLIGHT DIRECTOR - INOPERATIVE
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - FOG
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 224      4/14/83      ROCHESTER, NY      A/C Reg. No. N21059      Time (Lcl) - 1730 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 182	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2959	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	ON AIRPORT
Method - N/A	GAITHERSBURG	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCHESTER, NY	MONROE
Wind Dir/Speed- 200/020 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 678
SE LAND	Months Since - 22	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 600
		Last 30 Days- 1
		Instrument- 159
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE RUNWAY IN STRONG GUSTY WINDS AND NOSED DOWN IN MUD. THE PILOT STATED THAT HE BOUNCED ON LANDING AND CAME DOWN ABOUT 35 DEGREES TO THE CENTERLINE. HE JUDGED IT TOO RISKY TO TRY TO REALIGN SO HE CONTINUED TO LAND OFF THE RUNWAY. THE ACFT WHEELS SANK INTO THE MUD AND THE ACFT NOSED DOWN.



Brief of Accident (Continued)

File No. - 224

4/14/83

ROCHESTER, NY

A/C Reg. No. N21059

Time (Lc1) - 1730 EST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3        NOSE DOWN  
Phase of Operation    LANDING - ROLL

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) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 202 4/15/83 WILLIAMSON,NY

A/C Reg. No. N731VY

Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries

Type of Operation -AERIAL APPLICATION  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -LANDING

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 - 4200  
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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 280/003 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - THIN BKN  
Lowest Ceiling - 2500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WILLIAMSON,NY  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WILLIAMSON/SODUS  
Runway Ident - 10  
Runway Lth/Wid - 3375/ 40  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	2000	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 COLLIDED WITH A TREE DURING A FORCED LANDING AFTER A POWER LOSS ON TAKEOFF. THE PILOT HAD A LOAD OF 125 GALLONS OF A FUNGICIDE FOR SPRAYING TREES WHEN THE ENGINE QUIT AT ABOUT 100 FT AGL. THE LOAD WAS DUMPED AND THE ACFT WAS TURNED TO THE RIGHT FOR A LANDING IN AN OPEN FIELD. THE ACFT CONTACTED A TREE ON THE BOUNDARY OF THE FIELD AND ROTATED ABOUT 45 DEGREES TO THE RIGHT. IT THEN LANDED AND BOUNCED AROUND AND ENDED UP HEADING NORTH IN AN UPRIGHT POSITION. A POST ACCIDENT EXAMINATION DETERMINED THAT THE ENGINE WOULD ONLY RUN WITH THE ELECTRIC FUEL BOOST PUMP ON. THE ENGINE DRIVEN FUEL PUMP (PN 638154-1) HAD SEIZED AND THE DRIVE SHAFT HAD SHEARED. THE SEIZURE OCCURRED AT THE SHAFT SEAL (P/N 13507).

Brief of Accident (Continued)

File No. - 202

4/15/83

WILLIAMSON,NY

A/C Reg. No. N731VY

Time (Lcl) - 1615 EST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. 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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 331      5/18/83      SO. BETHLEHEM, NY      A/C Reg. No. N3138X      Time (Lcl) - 1520 EDT

-----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	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	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-200A  
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- 006 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  
SO. BETHLEHEM, 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

SO. ALBANY  
Runway Ident - 01  
Runway Lth/Wid - 2520/ 22  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1541  
Make/Model- 166  
Instrument- 412  
Multi-Eng - 267  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING TAKEOFF. THE INSTRUCTOR PILOT AND STUDENT WERE NOT INJURED. THE STUDENT TRIED TO ABORT A TAKEOFF WHEN THE ACFT STARTED TO SWERVE LEFT. THE INSTRUCTOR TRIED TO CORRECT BUT HAD DIFFICULTY BECAUSE OF THE STUDENTS INPUT TO THE POWER. THE ACFT SETTLED INTO STANDING WATER IN A GRASSY AREA AND GROUND-LOOPEd.

Brief of Accident (Continued)

File No. - 331

5/18/83

SO. BETHLEHEM, NY

A/C Reg. No. N3138X

Time (Lc1) - 1520 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
  2. POWERPLANT CONTROLS - IMPROPER USE OF - DUAL STUDENT
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  4. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
  5. CONTROL INTERFERENCE - CONFLICTING - DUAL STUDENT
- 

Occurrence #2        NOSE GEAR COLLAPSED  
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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 217      2/13/83      BELLEFONTAINE, OH      A/C Reg. No. N5089P      Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage									
		SUBSTANTIAL									
Type of Operation	-PERSONAL	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	0	0	0	
Accident Occurred During	-TAKEOFF										

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 180/010 KTS	BELLEFONTAINE	
Visibility	- 5.0 SM	Runway Ident	- 22
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 4000/ 65
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- HAZE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 24	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 24	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 1	Last 90 Days - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED OFF THE RUNWAY DURING A TAKEOFF. THE SOLO STUDENT SAID HE ENCOUNTERED NOSEWHEEL SHIMMY DURING THE TAKEOFF ROLL. HE RAISED THE NOSE TO STOP THE SHIMMY AND LOOKED AT HIS AIRSPEED INDICATOR. AT ABOUT THAT TIME, THE ACFT WEATHERVANED TO THE LEFT, RAN OFF THE SIDE OF THE RUNWAY AND COLLIDED WITH THE THE VASI. IT WAS KNOWN THAT THE ACFT HAD A SHIMMY PROBLEM PRIOR TO THIS FLIGHT. AFTER THE ACCIDENT THE NOSEWHEEL SHIMMY PROBLEM COULD NOT BE DUPLICATED.

Brief of Accident (Continued)

File No. - 217

2/13/83

BELLEFONTAINE, OH

A/C Reg. No. N5089P

Time (Lcl) - 1530 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NOSE GEAR - VIBRATION
2. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. OBJECT - APPROACH LIGHT/NAVAID

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 391      4/11/83      WEST JEFFERSON, OH      A/C Reg. No. N1705F      Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	3

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew 0  
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 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 - 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- 320/010 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 3000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE AIRSTRIP  
Runway Ident - 05  
Runway Lth/Wid - 3500 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 273	Last 24 Hrs - 2
Make/Model- 207	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE MADE A NORMAL APPROACH AND WAS ABOUT TO LAND WHEN HE ADDED POWER TO LAND OVER A ROUGH AREA OF THE GRASS STRIP. HE WAS MAINTAINING JUST ABOVE STALL SPEED AND AT MINIMUM CONTROL WHEN A GUST OF WIND PUSHED THE ACFT TO THE RIGHT TOWARD THE FENCE. THE PILOT ADDED POWER BUT TOO LATE. THE ACFT TOUCHED DOWN STILL DRIFTING TOWARD THE FENCE. THE ACFT STARTED BACK TOWARD THE CENTER OF THE STRIP BUT THE RIGHT TIP OF THE REAR STABILIZER CAUGHT THE FENCE. WIND WAS GUSTING TO 15 KNOTS.



Brief of Accident (Continued)

File No. - 391

4/11/83

WEST JEFFERSON, OH

A/C Reg. No. N1705F

Time (Lc1) - 1100 CDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 270      4/23/83      YOUNGSTOWN, OH      A/C Reg. No. N5527T      Time (Lcl) - 1226 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	3
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	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 - 145 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	YOUNGSTOWN MUNI
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7486/ 150
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 - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 87
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 87
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A LANDING, THE LEFT WING WAS CAUGHT BY THE WIND AND THE AIRCRAFT DRIFTED TO THE RIGHT. A GO-AROUND WAS INITIATED BUT THE AIRCRAFT STRUCK A RUNWAY LIGHT AND A RUNWAY DISTANCE MARKER AND NOSED OVER.

Brief of Accident (Continued)

File No. - 270

4/23/83

YOUNGSTOWN, OH

A/C Reg. No. N5527T

Time (Lcl) - 1226 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

6. OBJECT - RUNWAY LIGHT

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

----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. - 218      4/23/83      ASHTABULA, OH      A/C Reg. No. N82897      Time (Lcl) - 1040 EDT

-----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 - DESCENT			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-65-8	ELT Installed/Activated - YES/NO
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	ON AIRPORT
Method - N/A	ASHTABULA, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ASHTABULA COUNTY
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 100
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 14
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH & GO LANDINGS ON HIS 1ST SOLO FLT. HE HAD PERFORMED ONE TOUCH & GO AND WAS ON THE 2ND LANDING WHEN THE ACFT BOUNCED. HE APPLIED POWER & THE ACFT VEERED OFF THE RIGHT SIDE OF RWY 08. THE ACFT BECAME AIRBORNE, CROSSED A DITCH, THEN STALLED & THE RIGHT WING STRUCK THE GROUND. THE 1050 EDT WIND AT YOUNGSTOWN, OH WAS FROM 120 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 218

4/23/83

ASHTABULA, OH

A/C Reg. No. N82897

Time (Lcl) - 1040 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND  
2. FLARE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND  
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)  
5. GO-AROUND - INITIATED - PILOT IN COMMAND  
6. TERRAIN CONDITION - DITCH  
7. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND  
8. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND  
9. STALL - INADVERTENT - PILOT IN COMMAND  
-----

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) 2,3,4,8,9

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. - 277      4/23/83      CADIZ,OH      A/C Reg. No. N173JS      Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SCHWEIZER SGU 2-22E	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - N/A	

-----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	HARRISON COUNTY
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4378/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT	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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 53
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD SPIRALED DOWN ON BASE TO FINAL APPROACH INSTEAD OF ENTERING A DOWNWIND LEG AS BRIEFED. AS THE STUDENT TURNED ON FINAL FOR RUNWAY 31, HE SAW AN AIRCRAFT THAT HAD DEPARTED RUNWAY 13 AND THOUGHT A HAZARD EXISTED. WITNESSES REPORTED THERE WAS NO HAZARD. THE STUDENT WAS HIGH ON FINAL, BUT TOO LOW FOR A 360 DEGREE TURN. HE NOSED THE GLIDER OVER AND USED SPOILERS, BUT DURING LEVELOFF, HE RETRACTED THE SPOILERS. THE GLIDER BOUNCED AND RAN OFF THE END OF THE RUNWAY INTO A DIRT BANK. THE DIRT BANK HAD BEEN MADE BY A COAL COMPANY AND HAD BEEN IN EXISTENCE FOR 10-12 YEARS. ATTEMPTS BY THE AIRPORT AUTHORITIES TO HAVE THE DIRT HAZARD REMOVED HAD BEEN UNSUCCESSFUL. REPORTEDLY, RUNWAY 31 SLOPED UPHILL WITH A 70 FT INCLINE OVER ITS LENGTH.

Brief of Accident (Continued)

File No. - 277

4/23/83

CADIZ,OH

A/C Reg. No. N173JS

Time (Lc1) - 1615 EST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES - UPHILL
2. WEATHER CONDITION - TAILWIND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
5. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT MAINTAINED - PILOT IN COMMAND
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. SPOILER EXTENSION - PERFORMED - PILOT IN COMMAND
10. SPOILER RETRACTION - PREMATURE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

11. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 366      4/15/83      LITTLE,OK      A/C Reg. No. N70HP      Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation      -PUBLIC USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew  
NONE      Pass

-----Aircraft Information-----

Make/Model      - CESSNA R172E  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-360-C-D  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 210 HP

ELT Installed/Activated - YES/NO  
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- 330/009 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  
SEMINOLE,OK  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4591      Last 24 Hrs - 2  
Make/Model- 138      Last 30 Days- UNK/NR  
Instrument- 19      Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN LANDED TWICE TO CHECK FOR LEAKING FLUID ON THE WINDSHIELD. WHEN THE FUEL PRESSURE WENT TO ZERO AND THE ENGINE QUIT THE LEAK WAS CONFIRMED TO BE ACFT FUEL. DURING A FORCED LANDING THE ACFT STRUCK A FENCE AND THE NOSE GEAR COLLAPSED. THE POST-ACCIDENT EXAMINATION FOUND THE FUEL INJECTION LINE AT THE FLOW DIVIDER FOR THE NUMBER 5 CYLINDER TO BE BROKEN.



Brief of Accident (Continued)

File No. - 366

4/15/83

LITTLE,OK

A/C Reg. No. N70HP

Time (Lcl) - 1230 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL
2. FLUID,FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

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) 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. - 242      4/14/83      NEAR RAINIER,OR      A/C Reg. No. N94R      Time (Lcl) - 1745 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 - SMITH MINIPLANE	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	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	KELSO,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 500
SE LAND	Months Since - UNK/NR	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APRX 20 MIN AFTER TAKEOFF, THE ENGINE LOST POWER. SEVERAL RESTARTS WERE INITIATED; HOWEVER, THE ENGINE WOULD NOT CONTINUE RUNNING. DURING AN EMERGENCY LANDING ON SANDY TERRAIN, THE NOSE GEAR DUG IN & THE ACFT NOSED OVER THE PLT DESCRIBED THE LOSS OF POWER AS SOUNDING LIKE FUEL STARVATION. MAINTENANCE PERSONNEL REPORTED FINDING SMALL AMOUNTS OF DEBRIS IN THE FUEL TANKS WITHIN THE FUEL.

Brief of Accident (Continued)

File No. - 242

4/14/83

NEAR RAINIER, OR

A/C Reg. No. N94R

Time (Lc1). - 1745 PST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - CONTAMINATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  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

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. - 265      4/17/83      NORTH BEND,OR      A/C Reg. No. N30784      Time (Lcl) - 1040 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	-TAXI				
		Crew	0	1	0
		Pass	0	0	1
					2

-----Aircraft Information-----

Make/Model - CESSNA 210L  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520  
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- 130/004 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 10000 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

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

NORTH BEND MUNI.  
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 - 57

Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - 210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 781
Make/Model-	418
Instrument-	76
Last 24 Hrs -	1
Last 30 Days-	1
Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A PARKED FUEL TRAILER AFTER THE ENGINE STARTED WHEN THE PILOT TURNED THE PROP TO LOOSEN UP THE ENGINE OIL. THE PILOT RECEIVED SERIOUS INJURIES WHEN HE WAS KNOCKED DOWN BY THE LEFT HORIZONTAL STABILIZER AS HE TRIED TO REENTER THE COCKPIT. THE THREE PASSENGERS IN THE AIRCRAFT RECEIVED MINOR OR NO INJURIES EVEN THOUGH THE PROP CUT A THREE FOOT GASH IN THE TRAILER AND SPILLED 860 GALLONS OF JET FUEL OVER THE AIRCRAFT BEFORE THEY EXITED IT. NO FIRE OCCURRED. THE PILOT STATED HE ATTEMPTED TO START THE ACFT IN THE NORMAL MANNER BUT THE BATTERY DID NOT HAVE ENOUGH CHARGE TO ROTATE THE PROPELLER. THE PILOT GOT OUT OF THE AIRCRAFT TO HAND PROP THE ENGINE. THE PILOT STATED THAT HE DID NOT REMEMBER THE POSITION OF THE THROTTLE AND MIXTURE CONTROLS AT THE TIME OF THE ACCIDENT. THE MAGNETOS WERE ON.

Brief of Accident (Continued)

File No. - 265

4/17/83

NORTH BEND, OR

A/C Reg. No. N30784

Time (Lc1) - 1040 PST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
  2. PARKING BRAKES - NOT USED - PILOT IN COMMAND
  3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
  5. STARTING PROCEDURE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

6. OBJECT - VEHICLE
- 

-----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. - 317      5/16/83      KLAMATH FALLS,OR      A/C Reg. No. N4870C      Time (Lc1) - 1945 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A185F	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 - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PASO ROBLES,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KLAMATH FALLS,OR	KINGSLEY
Wind Dir/Speed- 300/018 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 89.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10301/ 150
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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 550
ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 55
		Last 90 Days- 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPEED OFF THE RUNWAY DURING LANDING IN A GUSTY CROSSWIND. THE PILOT AND PASSNGER WERE NOT INJURED. THE WINDS WERE REPORTED AS 300 DEGREES 18 KNOTS GUSTING TO 22 KNOTS.

Brief of Accident (Continued)

File No. - 317

5/16/83

KLAMATH FALLS,OR

A/C Reg. No. N4870C

Time (Lc1) - 1945 PDT

-----  
Occurrence                LOSS OF CONTROL - ON GROUND  
Phase of Operation        LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - GUSTS
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 261      5/16/83      GRASS VALLEY, OR      A/C Reg. No. N7173K      Time (Lc1) - 1440 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -APPROACH			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CONDON, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRASS VALLEY, OR	Runway Ident - N/A
Wind Dir/Speed- 320/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 11000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	VALLEY/TERRAIN FOLLOWING	
Precipitation - NONE	FULL STOP	
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 - 2150
SE LAND	Months Since - 19	Make/Model- 919
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STALLED WHILE THE PILOT WAS ATTEMPTING TO LAND DOWNWIND ON AN UPHILL GRASS STRIP. THE WIND WAS ESTIMATED AT 15 GUSTING TO 20 KTS. THE PILOT STATED THAT ON HIS APPROACH, HE WAS TO THE LEFT OF THE CENTER OF THE LANDING STRIP. HE ATTEMPTED TO CORRECT TO THE RIGHT AND STALLED AT ABOUT 50 FEET AGL. RECOVERY WAS INITIATED, BUT THE LEFT WING STRUCK THE GROUND, SPINNING THE ACFT 180 DEGREES. THE AIRCRAFT SLID ABOUT 50 TO 100 FEET AND CAME TO REST UPRIGHT WITH THE MAIN GEAR COLLAPSED. THE ACCIDENT OCCURRED ABOUT 1 MILE SHORT OF THE AIRSTRIP THRESHOLD.



Brief of Accident (Continued)

File No. - 261

5/16/83

GRASS VALLEY,OR

A/C Reg. No. N7173K

Time (Lc1) - 1440 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. MANEUVER - INITIATED - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

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. - 239      5/21/83      KLAMATH FALLS,OR      A/C Reg. No. N4728B      Time (Lcl) - 1200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 HP

ELT Installed/Activated - YES/NO  
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- 320/004 KTS  
Visibility - 14.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RENO,NE  
Destination  
KLAMATH FALLS,OR

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

KINGSLEY  
Runway Ident - 14  
Runway Lth/Wid - 10301/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 35

Biennial Flight Review

Current - YES  
Months Since - 24  
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 705	Last 24 Hrs	- 2
Make/Model-	585	Last 30 Days-	8
Instrument-	23	Last 90 Days-	16
Multi-Eng	- 4		

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE ENCOUNTERED A GUST WHILE LANDING ON RWY 14 WITH A QUARTERING TAIL WIND, THEN LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE ACFT DEPARTED THE LEFT SIDE OF THE RWY & THE LEFT GEAR COLLAPSED. THE TOWER CONTROL REPORTED THAT THE WIND WAS FROM 320 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 239

5/21/83

KLAMATH FALLS,OR

A/C Reg. No. N4728B

Time (Lc1) - 1200 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 303      5/25/83      WENDLING,OR      A/C Reg. No. N7980M      Time (Lcl) - 1050 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-EXECUTIVE/CORPORATE	DESTROYED	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	- BEECH V35-TC	Eng Make/Model	- CONTINENTAL TS10-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
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 - ACFT RADIO	EUGENE,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BEND,OR	
Wind Dir/Speed- 340/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - VFR ON TOP	Runway Surface - N/A
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4500
SE LAND,ME LAND	Months Since - 3	Make/Model- 1900
	Aircraft Type - B-V35TC	Instrument- 144
		Multi-Eng - 165
		Last 24 Hrs - 6
		Last 30 Days- 70
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND DENSE BRUSH DURING AN OFF AIRPORT FORCED LANDING IN IMC WEATHER. ACCORDING TO THE PILOT HE WAS ABOUT 10 MINUTES INTO A CROSS COUNTRY FLIGHT AT 4000 FEET MSL WHEN FUEL PRESSURE DROPPED AND HE LOST ENGINE POWER. THE PILOT SWITCHED TANKS, CHECKED CIRCUIT BREAKERS, MAGNETOS AND HIGH BOOST FUEL PUMP. THE ENGINE DID NOT RESTART THE PILOT DESCENDED THROUGH THE OVERCAST AND BROKE OUT AT 500 FEET AGL. THE ACFT COLLIDED WITH SEVERAL TREES AND A CONCRETE BLOCK BEFORE COMING TO REST IN DEEP BRUSH. ENGINE TEARDOWN SHOWED BOOST PUMPS INOPERATIVE, THE MAIN FUEL LINE WAS LOOSE AT THE FIREWALL AND THE FUEL SCREEN HAS SOME DEBRIS IN IT. THE THROTTLE CONTROL ASSEMBLY WAS FOUND TO BE LEAKING PAST THE SHAFT O RING INTO THE INTAKE AREA.

Brief of Accident (Continued)

File No. - 303

5/25/83

WENDLING,OR

A/C Reg. No. N7980M

Time (Lcl) - 1050 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE - DISCONNECTED
2. FUEL SYSTEM,PUMP - INOPERATIVE
3. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
4. THROTTLE/POWER LEVER - LEAK

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. WEATHER CONDITION - LOW CEILING

Occurrence #3      IN FLIGHT 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) 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. - 240      5/29/83      PORTLAND, OR      A/C Reg. No. N2897U      Time (Lcl) - 2140 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172D	Eng Make/Model - CONTINENTAL O-200-D	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 - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TROUTDALE, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTLAND, OR	TROH'S HAPPY VALLEY
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 50
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 13000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	VALLEY/TERRAIN FOLLOWING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 111
		Instrument- 0
		Last 30 Days- 11
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING AT NIGHT ON RWY 34, THE PLT NOTICED THAT HE WAS OVER HALF WAY DOWN THE RWY AND STILL FLOATING. HE ELECTED TO GO AROUND BUT THE ACFT COLLIDED WITH TREES ON THE DEPARTURE END & CRASHED. THE PLT REPORTED THAT SEVERAL OF THE THRESHOLD AND RWY LIGHTS WERE MISSING AT THE APCH END. THE DENSITY ALTITUDE AT THE ARPT WAS APRX 3800 FT.

Brief of Accident (Continued)

File No. - 240

5/29/83

PORTLAND,OR

A/C Reg. No. N2897U

Time (Lcl) - 2140 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FAILURE, PARTIAL
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE
9. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 338

6/03/83

HEPNER,OR

A/C Reg. No. N1665S

Time (Lc1) - 0842 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire  
NONE

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - SNOW S2C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - P & W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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- 310/018 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HEPNER,OR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND,SE SEA

Age - 30

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5218

Make/Model- 84

Instrument- 420

Multi-Eng - 2120

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SLID SIDEWAYS ON A SLOPING FIELD DURING A FORCED LANDING AND DAMAGED A WING. THE PILOT SAID HE HAD SPRAYED TWO FIELDS AND WAS ENROUTE TO SPRAY ANOTHER WHEN A COMPLETE LOSS OF POWER OCCURRED. THE PILOT STATED THAT HE FOUND NO USABLE FUEL IN EITHER FUEL TANK.



Brief of Accident (Continued)

File No. - 338

6/03/83

HEPNER,OR

A/C Reg. No. N1665S

Time (Lcl) - 0842 PDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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Occurrence #3      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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-----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. - 387      6/05/83      BEND,OR      A/C Reg. No. N4GT      Time (Lcl) - 1356 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-AIR SHOW	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- HOMEBUILT CHRISTEN EAGLE II	Eng Make/Model	- LYCOMING IO-360-A1B6D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	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	BEND MUNI
Wind Dir/Speed	- 340/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 45.0 SM	Type of Flight Plan	- 34
Lowest Sky/Clouds	- 6000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 20000 FT BROKEN	- NONE	- 3803/ 75
Obstructions to Vision	- NONE	Type of Clearance	- ASPHALT
Precipitation	- NONE	Type Apch/Lndg	- DRY
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 - 1022	Last 24 Hrs - 3
SE LAND	Months Since - 11	Make/Model- 366	Last 30 Days- 17
	Aircraft Type - C-152	Instrument- 10	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

UPON COMPLETION OF HIS ROUTINE DURING AN AIRSHOW, THE PLT STATED TO THE SHOW ANNOUNCER THAT HE WOULD DO A LOW PASS DOWN THE RWY FOLLOWED BY A VERTICAL CLIMB TO A HAMMERHEAD STALL & THEN INTO A LOMCEVAK AEROBATIC MANEUVER. THIS MANEUVER IS A CLIMBING OUTSIDE SNAP ROLL THAT IS PERFORMED IN SUCH A WAY THAT THE ACFT'S UPWARD INERTIA OVERCOMES ITS NORMAL AERODYNAMIC SNAP ROLL TENDENCIES, CAUSING IT TO TUMBLE END-OVER-END BRIEFLY BEFORE IT DETERIORATES INTO A FLAT INVERTED SPIN. ENTRY INTO THE MANEUVER WITH ACFT SUCH AS THE EAGLE IIIS AT AN ALTITUDE OF AT LEAST 1,000 AGL AT SEA LEVEL. THE ENTRY ALTITUDE MUST BE INCREASED TO COMPENSATE FOR THE REDUCTION OF THE ACFT'S VERTICAL PENETRATION WHICH OCCURS WHEN THE MANEUVER IS PERFORMED AT HIGHER ALTITUDES. A VIDEOTAPE OF THE ACCIDENT SHOWED THAT THE PLT INITIATED THE MANEUVER AT A PULL-UP ALTITUDE OF 500-600 FT AGL. THE DENSITY ALTITUDE AT THE ALTITUDE THAT THE PLT ENTERED THE MANEUVER WAS 6,800 FT.

Brief of Accident (Continued)

File No. - 387

6/05/83

BEND,OR

A/C Reg. No. N4GT

Time (Lc1) - 1356 PDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 358      6/05/83      INDEPENDENCE, OR      A/C Reg. No. NONE      Time (Lcl) - 1051 PDT

-----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	-APPROACH					

-----Aircraft Information-----

Make/Model - SUNBURST ULTRALIGHT	Eng Make/Model - CUYUNNA 430	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 15 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- 010 KTS</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</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 - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 10
	Months Since - N/A	Make/Model- 2
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS TRYING TO TEACH HIMSELF TO FLY HIS ULTRALIGHT. AFTER SEVERAL TAKEOFFS FROM A FRIENDS FIELD, A RATHER SEVERE CROSSWIND STARTED WHICH COMPLICATED LANDING. AFTER NUMEROUS PASSES AT THE SMALL STRIP, THE PILOT SAID HE DECIDED TO LAND DIRECTLY INTO THE WIND. AFTER TURNING FINAL, HE DECIDED THAT HE WAS GOING TOO FAST SO HE REDUCED POWER. THE NOSE DROPPED, AND BEFORE POWER COULD BE ADDED, GROUND CONTACT OCCURRED.

Brief of Accident (Continued)

File No. - 358

6/05/83

INDEPENDENCE,OR

A/C Reg. No. NONE

Time (Lc1) - 1051 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 357      6/14/83      HOOD RIVER, OR      A/C Reg. No. N2899X      Time (Lcl) - 1450 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 177  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 310/022 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BEND, OR  
Destination  
HOOD RIVER, OR

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

HOOD RIVER  
Runway Ident - 25  
Runway Lth/Wid - 3040/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 187  
Make/Model- 50  
Instrument- 1  
Last 24 Hrs - 4  
Last 30 Days- 18  
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A HARD LANDING DURING UNFAVORABLE WIND CONDITONS. THE PILOT HAD JUST COME CROSS COUNTRY WHERE HE ENCOUNTERED TURBULENCE. WHEN HE CALLED UNICOM TO LAND THEY GAVE HIM WINDS OF 15-25 KTS VELOCITY FROM THE WEST AND TURBULENCE ON THE FINAL APPROACH. LANDING WAS ON RWY 25. ACCORDING TO THE PILOT A GUST OF WIND LIFTED THE ACFT DURING FLARE. THE SKID ON THE ACFT TAIL CONTACTED THE GROUND DURING THIS MANEUVER AND THE NOSE OR THE ACFT CAME BACK DOWN HARD. THE PILOT STATED THAT THE ACFT BOUNCED AGAIN BEFORE STAYING ON THE GROUND.

Brief of Accident (Continued)

File No. - 357

6/14/83

HOOD RIVER,OR

A/C Reg. No. N2899X

Time (Lc1) - 1450 PDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 294      6/16/83      CASCADE LOCKS, OR      A/C Reg. No. N757WT      Time (Lcl) - 1530 PDT

-----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	- 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><b>Weather Data</b></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- 250/008 KTS</p> <p>Visibility - 25.0 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><b>Itinerary</b></p> <p>Last Departure Point PENDLETON, OR</p> <p>Destination VANCOUVER, WA</p> <p><b>ATC/Airspace</b></p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p><b>Airport Proximity</b></p> <p>OFF AIRPORT/STRIP</p> <p><b>Airport Data</b></p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 44      Last 24 Hrs - 3
	Months Since - N/A	Make/Model- 14      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1      Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A GUARD RAIL AFTER MAKING A FORCED LANDING ON A HIGHWAY DURING A STUDENT SOLO CROSS-COUNTRY FLIGHT. THE FLIGHT HAD ORIGINATED AT VANCOUVER WA, AND THE STUDENT PILOT HAD BEEN INSTRUCTED TO REFUEL AT PENDLETON, OR. A LANDING WAS MADE AT PENDLETON, BUT SINCE THE STUDENT COULD NOT CONTACT ANYONE ON THE RADIO TOWER FREQUENCY, HE ASSUMED NO FUEL WAS AVAILABLE AND TOOK OFF AGAIN WITHOUT REFUELING. THE AIRPORT DIRECTORY STATED THAT THE AIRPORT WAS ATTENDED CONTINUOUSLY. THE TOWER HAD BEEN SHUT DOWN AFTER THE CONTROLLERS STRIKE. BUT ITS CLOSING HAD NO EFFECT ON FBO SERVICES.



Brief of Accident (Continued)

File No. - 294

6/16/83

CASCADE LOCKS,OR

A/C Reg. No. N757WT

Time (Lc1) - 1530 PDT

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Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  3.        IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. FLUID,FUEL - EXHAUSTION
  5.        FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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Occurrence #3        ON GROUND COLLISION WITH OBJECT  
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) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 245      2/03/83      SUNBURY, PA

A/C Reg. No. N12LF

Time (Lc1) - 1202 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	2	0	0	0
ON GROUND	Pass	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - AERO COMMANDER 680FL P  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 8500  
No. of Seats - 9

Eng Make/Model - LYCOMING IO-720 B1B  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 400 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 - VMC

Wind Dir/Speed- 270/013 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2300 FT  
Lowest Ceiling - 2300 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TETERBORO, NJ  
Destination  
CLINTONVILLE, WI

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 55  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	5650
Make/Model	300
Instrument	250
Multi-Eng	2100
Last 24 Hrs	1
Last 30 Days	15
Last 90 Days	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APRX 0928 EST, THE PLT OBTAINED A FSS WX BRIEFING BY TELEPHONE. HE WAS BRIEFED ON CONDITIONS OF LOW CEILINGS, FOG, LIGHT RAIN, DRIZZLE, SNOW & BLOWING SNOW ALONG HIS ROUTE. HOWEVER, HE DID NOT ASK ABOUT ICING CONDITIONS & THE BRIEFING DID NOT INCLUDE A FLT PRECAUTION FOR ICING NOR A SIGMET (ISSUED AT 0820 EST) WHICH FORECASTED MODERATE TO SEVERE MIXED ICING. WHILE EN ROUTE, THE PLT MADE SEVERAL ALTITUDE CHANGES BY REQUEST. WHEN HE WAS QUERIED ABOUT A HEADING DEVIATION, HE REPLIED "WE'RE HAVING A LITTLE PROBLEM." THIS WAS THE LAST RADIO CONTACT. ATC RECEIVED NO RADIO CALLS CONCERNING ICING PROBLEMS OR AN EMERGENCY. WITNESSES NEAR THE CRASH SITE SAW THE ACFT COME OUT OF THE CLOUDS IN A NEAR VERTICAL DESCENT, ROTATING IN A NOSE DOWN ATTITUDE, THEN IMPACT & BURN. AIRFRAME ICE UP TO 1/2 INCH THICK WAS FOUND ON/NEAR PARTS THAT WERE NOT FIRE DAMAGED.

Brief of Accident (Continued)

File No. - 245

2/03/83

SUNBURY, PA

A/C Reg. No. N12LF

Time (Lc1) - 1202 EST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  4. WING - ICE
  5. STABILIZER - ICE
  6. AIRCRAFT PERFORMANCE - DETERIORATED
  7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 227      4/13/83      WEST CHESTER, PA      A/C Reg. No. N2943F      Time (Lcl) - 1545 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 - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/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- VARIABLE/005 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  
WEST CHESTER, PA  
Destination  
ALLENTOWN, PA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

BRANDYWINE  
Runway Ident - 27  
Runway Lth/Wid - 3010/ 50  
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	-	252	Last 24 Hrs -	1
Make/Model-	6	Last 30 Days-	UNK/NR	
Instrument-	44	Last 90 Days-	17	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE TAKEOFF ROLL, SOME OSCILLATION IN THE CONTROLS FOR THE NOSEWHEEL STEERING WAS NOTED. AT ABOUT 45 KTS, HE APPLIED BACK PRESSURE TO LIGHTEN THE LOAD ON THE NOSEWHEEL AS HE HAD DONE IN THE PAST. HE REPORTED THAT SINCE HE WAS ONLY 65 INCHES TALL, HIS FORWARD VISIBILITY WAS RESTRICTED AFTER BACK PRESSURE WAS APPLIED. AT ROTATION SPEED, HE CAUGHT A GLIMPSE OF CONSTRUCTION EQUIPMENT AHEAD. HE TRIED TO LIFT OFF & CLEAR OVER THE EQUIPMENT, BUT ABOUT 1 SECOND AFTER ROTATING, HE HEARD A NOISE THAT SOUNDED LIKE THE NOSE GEAR LOCKING IN PLACE. HE CONTINUED THE CLIMB & WAS ADVISED THAT THE LEFT WING TIP HAD STRUCK THE EQUIPMENT. HE RETURNED TO THE AIRPORT & LANDED WITHOUT FURTHER INCIDENT. REPORTEDLY, THE ACFT STRUCK A PIECE OF DITCH DIGGING EQUIPMENT THAT HAD BEEN PARKED APRX 8 FT FROM THE LEFT EDGE OF THE RWY.

Brief of Accident (Continued)

File No. - 227

4/13/83

WEST CHESTER, PA

A/C Reg. No. N2943F

Time (Lc1) - 1545 EST

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Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. LANDING GEAR, NOSE GEAR - VIBRATION
  3. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - AIRPORT PERSONNEL
  4. OBJECT - VEHICLE
  5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 228      4/14/83      WEST MIFFLIN, PA      A/C Reg. No. N79AC      Time (Lcl) - 2117 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1
						3

-----Aircraft Information-----

Make/Model	- MITSUBISHI MU-2B-26	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8930	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 724 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- 150/018 KTS</p> <p>Visibility - 10.0 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 - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FREDERICKSBURG, VA</p> <p>Destination</p> <p>WEST MIFFLIN, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ALLEGHENY COMPANY</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 6500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
ME LAND	Months Since - 2	Make/Model- 800
	Aircraft Type - MU-2	Instrument- 900
		Multi-Eng - 4700
		Last 24 Hrs - 2
		Last 30 Days- 0
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, HE INCREASED THE POWER, AND SUBSEQUENTLY THE AIRSPEED, WHILE ON FINAL APPROACH, TO COMPENSATE FOR STRONG WINDS AND TURBULENCE. THE WIND WAS REPORTED TO BE FROM 150 DEG. AT 18 GUSTING 28 KTS. REPORTEDLY, THE ACFT CROSSED OVER THE THRESHOLD OF RWY 10 AT AN AIRSPEED THAT WAS 30 KTS FASTER THAN NORMAL. THE PLT STATED THE ACFT LANDED HARD ON THE LEFT MAIN GEAR FIRST, THEN BEGAN TO LEAN TO THE LEFT. AT SOME POINT, THE LEFT PROPELLER HIT THE RWY AND SPARKS FLEW. THE PLT STATED THAT HE THEN PULLED UP THE ACFT, RETRACTED THE GEAR, SHUT DOWN BOTH ENGINES AND LANDED GEAR UP. AN EXAM REVEALED THAT THE TIPS OF THE LEFT PROPELLER HAD SHEARED OFF AND PENETRATED THE LEFT TIP TANK. ALSO, THE BELLY, GEAR DOORS AND LANDING GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 228

4/14/83

WEST MIFFLIN, PA

A/C Reg. No. N79AC

Time (Lcl) - 2117 EST

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

6. GEAR RETRACTION - PERFORMED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
8. 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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 226      4/17/83      ERWINNA, PA      A/C Reg. No. N2706H      Time (Lcl) - 1350 EST

-----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	-APPROACH					

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS-2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- UNK/NR
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-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NWS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	ERWINNA, PA	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	VANSANT
Wind Dir/Speed	- 320/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 12.0 SM	Type of Flight Plan	- 25
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- 3000/ 200
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - NO	Total - 2104
SE LAND	Months Since - UNK/NR	Make/Model- 170
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GLIDER WAS ON A DUAL INSTRUCTIONAL FLIGHT FOR LANDING PRACTICE. ON THE FINAL APPROACH TO LANDING THE GLIDER LOST LIFT AFTER EXPERIENCING EXCESSIVE SINK AND CLIPPED THE TOPS OF TREES. THE GLIDER LANDED SHORT OF THE INTENDED AREA AND THE WINGS AND NOSE OF THE ACFT WERE DAMAGED. THE WIND WAS REPORTED FROM 320 DEG AT 12 GUSTING 16 KTS.



Brief of Accident (Continued)

File No. - 226

4/17/83

ERWINNA,PA

A/C Reg. No. N2706H

Time (Lc1) - 1350 EST

Occurrence #1       UNDERSHOOT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 348      4/28/83      THOMASVILLE, PA      A/C Reg. No. N21243      Time (Lcl) - 1045 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	0

-----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 - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 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 - 25.0 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 THOMASVILLE, PA</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 - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data YORK</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 4200/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 460
SE LAND, ME LAND	Months Since - 16	Make/Model- 395
	Aircraft Type - UNK/NR	Instrument- 87
		Multi-Eng - 46
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER A POWER LOSS. SEVERAL WEEKS PRIOR TO THIS ACCIDENT THE ACFT MADE A PRECAUTIONARY LANDING DUE TO A ROUGH RUNNING ENGINE. THE ACFT WAS EXAMINED AND 1 GALLON OF WATER WAS FOUND IN THE FUEL LINES. THE WATER WAS DRAINED AND THE FUEL FILTERS CHANGED AND THE ACFT WAS FLOWN BACK TO YORK. ON THE DAY OF THE ACCIDENT THE PILOT CHECKED WITH THE FBO MANAGER TO CONFIRM THAT THERE WERE NO PROBLEMS AND DID A COMPLETE PRE-FLT WITH ATTENTION TO THE FUEL SYS. VERY LITTLE WATER WAS FOUND IN THE TANK DRAINS OR ENGINE SUMP. THE ACFT WAS TAXIED FOR 20 MINUTES AND A RUN-UP PERFORMED WITH NO ENGINE ROUGHNESS. TAKEOFF WAS INITIATED AND AT 450 FEET AGL THE ENGINE STOPPED. ACCORDING TO THE PILOT, THE ENGINE REGAINED POWER FOR ABOUT 10 SECONDS. WHEN A TURN WAS MADE THE ENGINE QUIT AGAIN. A FORCED LANDING WAS MADE IN A PLOWED FIELD AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 348

4/28/83

THOMASVILLE, PA

A/C Reg. No. N21243

Time (Lcl) - 1045 EST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 342      5/13/83      MONROEVILLE,PA      A/C Reg. No. N10506      Time (Lcl) - 1920 EDT

-----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 -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA 150L

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A

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- CALM

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

MONROEVILLE,PA

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

MONROEVILLE

Runway Ident - 23

Runway Lth/Wid - 2280/ 30

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 - 46      Last 24 Hrs - UNK/NR

Make/Model- 39      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING AN ABORTED LANDING. THE STUDENT PILOT WAS NOT INJURED. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED FOR THIS STUDENT SOLO FLT. THE PILOT HAD SET 30 DEGREES OF FLAPS FOR LANDING, THE PILOT ATTEMPTED TO CORRECT HIS POSITION OVER THE RUNWAY AND THE ACFT TOUCHED DOWN LEFT GEAR FIRST AND BOUNCED TO THE RIGHT GEAR. THE STUDENT APPLIED FULL POWER TO GO-AROUND. AT 65 MPH AND CARB HEAT OFF, THE PILOT PULLED THE NOSE UP, LEVELED OFF AND RETRACTED FLAPS. THE PILOT LOOKED OUT AND SAW TREES AND PULLED UP AND COLLIDED WITH THE TREE TOPS.

Brief of Accident (Continued)

File No. - 342

5/13/83

MONROEVILLE, PA

A/C Reg. No. N10506

Time (Lcl) - 1920 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - MISJUDGED - PILOT IN COMMAND
  3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
  4. RAISING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND
  5. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

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) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 368      5/17/83      POTTSTOWN, PA      A/C Reg. No. N40JM      Time (Lcl) - 1835 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      - HOMEBUILT E.A.A. P-2  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-250  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 125 HP

ELT Installed/Activated - UNK/NR  
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- UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

POTTSTOWN-LIMERICK  
Runway Ident      - 28  
Runway Lth/Wid      - 3500/ 58  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 29  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - UNK/NR      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE HAD JUST PURCHASED THE ACFT AND THIS WAS HIS FIRST FLIGHT. SINCE THIS WAS A SINGLE SEAT HOME BUILT ACFT THE STUDENT PILOT BELIEVED HE COULD NOT GET AN INSTRUCTOR TO CHECK HIM OUT OR SIGN HIM OUT FOR SOLO. PRIOR TO THE ACCIDENT SEVERAL WITNESSES SAW THIS ACFT FLYING AT EXTREMELY LOW ALTITUDE AROUND THE AIRPORT. AN INSPECTION OF THE ACFT AFTER THE ACCIDENT REVEALED TREE BRANCHES AND TREE LEAVES ON THE WINGS AND STRUTS. THE PILOT DID NOT SUBMIT A REPORT SO HIS PILOT EXPERIENCE COULD NOT BE DETERMINED. HE DID STATE TO AN INVESTIGATING TROOPER THAT HE "BALLOONED BADLY" DURING THE LANDING AND BOUNCED OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 368

5/17/83

POTTSTOWN, PA

A/C Reg. No. N40JM

Time (Lc1) - 1835 EST

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
7.       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) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 386      6/11/83      GREENVILLE, PA      A/C Reg. No. N13DK      Time (Lc1) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER J3C  
Landing Gear    - TAILWHEEL-ALL FIXED  
Max Gross Wt    - 1100  
No. of Seats     - 2

Eng Make/Model - CONTINENTAL C85-8FJ  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 85 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- 320/007 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  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - PRECAUTIONARY LNDG

Airport Proximity  
ON AIRPORT

Airport Data

GREENVILLE MUNI  
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, ME LAND

Age - 60  
Biennial Flight Review  
Current           - YES  
Months Since      - 6  
Aircraft Type      - 747

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 29125      Last 24 Hrs - 0  
Make/Model-       360            Last 30 Days- UNK/NR  
Instrument-       6080           Last 90 Days- 53  
Multi-Eng - 23050

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, A CERT A&P MECHANIC, HE HAD FLOWN THE ACFT 1 HR SINCE LAST INSPECTION & EVERYTHING OPERATED NORMALLY. ON THE DAY OF THE ACCIDENT, HIS WIFE, ALSO A PLT, DEPARTED THEIR PRIVATE ARPT AT MERCER, PA ON A LOCAL FLT BUT LANDED AT GREENVILLE 15 MIN LATER BECAUSE OF A ROUGH RUNNING ENG. AFTER ARRIVING AT GREENVILLE, THE PLT REPLACED SEVERAL OF THE FUEL INJECTION NOZZLES BECAUSE OF PREVIOUS PROBLEMS WITH THE NOZZLES STICKING DUE TO VARNISH DEPOSITS. THE PLT THEN TOOK OFF ON A LOCAL TEST HOP. AT ABOUT 100 FT AGL THE ENG BEGAN TO RUN ROUGH & LOSE POWER. HE MADE A TURN TO THE LEFT TO RETURN TO THE ARPT. DURING THE TURN THE LEFT WING STRUCK THE GROUND & THE ACFT CRASHED. SUBSEQUENT INVESTIGATION REVEALED THAT THE INTERNAL MECHANISMS OF THE INJECTOR NOZZLES FROM CYLINDERS 2,3 & 4 WERE STRUCK IN THE CLOSED POSITION & WERE UNABLE TO PRODUCE ANY SPRAY OF FUEL.



Brief of Accident (Continued)

File No. - 386

6/11/83

GREENVILLE,PA

A/C Reg. No. N13DK

Time (Lc1) - 1215 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,NOZZLE - JAMMED
  2. MAINTENANCE,REPLACEMENT - IMPROPER - PILOT IN COMMAND
  3. FLUID,FUEL - STARVATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 325      1/11/83      CULEBRA,PR      A/C Reg. No. N20FH      Time (Lcl) - 0913 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  
DESTROYED

Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E4B5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - MILITARY  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC

Wind Dir/Speed- 110/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. THOMAS,VI  
Destination  
ROOSEVELT ROADS,PR

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	225	Last 24 Hrs - UNK/NR
Make/Model	-	38	Last 30 Days- UNK/NR
Instrument	-	3	Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT HAD DEPARTED ST. THOMAS, VI AT 0900 ON A VFR FLIGHT PLAN TO ROOSEVELT ROADS AFTER DISCHARGING PASSENGERS IN ST. THOMAS. WHILE ENROUTE IN CRUISE AT 1800 MSL THE ENGINE FAILED. HE TURNED TOWARD THE ISLAND OF CULEBRA AND WHEN ALL EFFORTS TO RESTART THE ENGINE WERE UNSUCCESSFUL, THE AIRCRAFT WAS DITCHED ABOUT 200 YARDS OFFSHORE. THE PILOT SWAM ASHORE. THE AIRCRAFT SANK AND THE WRECKAGE WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 325

1/11/83

CULEBRA, PR

A/C Reg. No. N20FH

Time (Lc1) - 0913 AST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        DITCHING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 229      4/13/83      BLOCK ISLAND, RI      A/C Reg. No. N575PM      Time (Lcl) - 1235 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
					3

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-S	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORTHAMPTON, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BLOCK ISLAND, RI	BLOCK ISLAND
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)			
PRIVATE	Current - UNK/NR	Total - 214	Last 24 Hrs -	1	
SE LAND	Months Since - UNK/NR	Make/Model- 37	Last 30 Days-	0	
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days-	11	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RUNWAY DURING LANDING AND COLLIDED WITH A DITCH. THE APPROACH TO BLOCK ISLAND WAS NORMAL AND THE LANDING WAS MADE ABOUT ONE THIRD DOWN THE RUNWAY. ON TOUCHDOWN, DIRECTIONAL CONTROL WAS LOST AND THE ACFT VEERED TO THE LEFT SIDE OF THE RUNWAY. THE PILOT STATED THAT HE APPLIED RIGHT RUDDER AND BRAKE WITH A SMALL AMOUNT OF POWER TO REALIGN THE PLANE TO THE CENTERLINE. THE ACFT THEN VEERED TO THE RIGHT, WENT OFF THE RWY AND HIT A 4 FOOT DITCH, 20 FEET AWAY FROM THE RUNWAY. THE RIGHT MAIN GEAR AND THE NOSE GEAR WERE SHEARED OFF. ALL SWITCHES WERE CUT AND THE OCCUPANTS DEPLANED UNINJURED.

Brief of Accident (Continued)

File No. - 229

4/13/83

BLOCK ISLAND, RI

A/C Reg. No. N575PM

Time (Lcl) - 1235 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - NOT CORRECTED - 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 - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 328      2/05/83      LASCASSAS,TN      A/C Reg. No. N8366W      Time (Lcl) - 2030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MURFREESBORO,TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	HUNTINGTON,WY	MURFREESBORO
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 250
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A FIELD ABOUT 8 MILES AFTER A NIGHT TAKEOFF IN IMC WEATHER. NO FLT PLAN WAS FILED. THE PILOT HAD RECEIVED SEVERAL BRIEFINGS. DURING HIS FINAL BRIEFING THE POSSIBILITY OF ICING WAS DISCUSSED. THE TAKEOFF TIME WAS ABOUT 2030 HRS. THE NASHVILLE WEATHER OBSERVATION AT 2026 REPORT A CEILING OF 300 FT AND VISIBILITY OF 2 MILES IN SNOW AND FOG. RESIDENTS IN THE AREA REPORTED THAT FREEZING RAIN AND SNOW WERE FALLING WHEN THE CRASH WAS HEARD. THE ACFT WAS DESTROYED IN THE CRASH AND THE PILOT WAS FATALLY INJURED. THE PILOT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 328

2/05/83

LASCASSAS, TN

A/C Reg. No. N8366W

Time (Lcl) - 2030 CST

-----  
Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - SNOW
  4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  5. 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

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. - 346      3/23/83      MOUNTAIN CITY, TN      A/C Reg. No. N29611      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point TRICITY, TN	
Method - N/A	Destination LOCAL	Airport Data JOHNSON COUNTY
Completeness - N/A		Runway Ident - 24
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3900/ 75
Wind Dir/Speed- 024/008 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 77
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - BC-65	Make/Model- 4
		Last 30 Days- 3
		Instrument- 5
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING LANDING AFTER GROUNDLOOPING. THE PILOT STATED THAT DURING ROLL-OUT HE EXPERIENCED A GUST OF WIND ON THE ACFT RIGHT SIDE. AN EFFORT WAS MADE BY THE PILOT TO CONTROL THE ACFT BUT IT LEFT THE RUNWAY IN SPITE OF HIS EFFORTS AND COLLIDED WITH A FENCE. THE WIND WAS FROM 240 DEGREES AT 8 KTS GUSTING TO 15 KTS.



Brief of Accident (Continued)

File No. - 346

3/23/83

MOUNTAIN CITY, TN

A/C Reg. No. N29611

Time (Lc1) - 1430 EST

-----  
Occurrence #1       LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2       ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 382      6/25/83      TULLAHOMA, TN      A/C Reg. No. N6877      Time (Lcl) - 1730 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      - SCHLEICHER AS-K13  
Landing Gear      - BODY GEAR  
Max Gross Wt      - 1060  
No. of Seats      - 2

Eng Make/Model      - N/A  
Number Engines      - N/A  
Engine Type      - N/A  
Rated Power      - N/A

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - COMMERCIAL WX SERVICE  
Method      - TELEPHONE  
Completeness      - PARTIAL, LMTD BY PILOT

Basic Weather      - VMC  
Wind Dir/Speed      - 311/004 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TULLAHOMA, TN  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data

TULLAHOMA  
Runway Ident      - 36  
Runway Lth/Wid      - 5000 -UNK/NR  
Runway Surface      - GRASS/TURF  
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 -

Flight Time (Hours)	
Total	17
Make/Model	17
Instrument	0
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- 2

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT STATED THAT HIS APPROACH WAS TOO FAST AND HE BOUNCED THE ACFT DURING THE LANDING. THE GLIDER DRIFTED LEFT AND COLLIDED WITH A HAYROLL. THE COLLISION CAUSED ANOTHER SWERVE AND A SUBSEQUENT COLLISION WITH ANOTHER HAYROLL.

Brief of Accident (Continued)

File No. - 382

6/25/83

TULLAHOMA, TN

A/C Reg. No. N6877

Time (Lcl) - 1730 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
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) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 203      10/14/83      CRYSTAL CITY, TX      A/C Reg. No. N2395L      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	TEMPLE, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COMETA FARMS
Wind Dir/Speed- 100/015 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 60
SE LAND	Months Since - UNK/NR	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE LANDING ON A RANCH STRIP, THE ACFT ENCOUNTERED & SUDDEN GUST OF WIND & DRIFTED OFF THE PAVEMENT. THE WING & GEAR OF THE ACFT COLLIDED WITH TALL SUNFLOWER THAT WERE GROWING BESIDE THE STRIP. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. ACCORDING TO THE PLT, THE WIND WAS FROM 100 DEG AT 15 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 203

10/14/83

CRYSTAL CITY, TX

A/C Reg. No. N2395L

Time (Lcl) - 1500 CDT

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
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE 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) 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. - 339      3/23/83      HUNTSVILLE,UT

A/C Reg. No. N9377X

Time (Lc1) - 2230 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	1	0	0
Pass	0	1	0	0

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - CESSNA 182  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-470-R25  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - PARTIAL,LMTD BY PILOT  
Basic Weather      - IMC  
Wind Dir/Speed- 270/017 KTS  
Visibility      - 3.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 400 FT BROKEN  
Obstructions to Vision- BLOWING SNOW  
Precipitation      - SNOW  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
EVANSTON,WY  
Destination  
SALT LAKE CITY,UT

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident      - 05  
Runway Lth/Wid      - 2500/ 50  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	488
Make/Model-	70
Instrument-	14
Last 24 Hrs -	1
Last 30 Days-	1
Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND CRASHED DURING A GO-AROUND. THE WEATHER WAS IMC AND THE PILOT AND PASSENGER WERE SERIOUSLY INJURED. THE PILOT RECEIVED A WEATHER BRIEFING AND WAS TOLD THAT VFR FLT, ON HIS INTENDED ROUTE, WAS NOT RECOMMENDED DUE TO LOW CEILINGS AND SNOW SHOWERS. THE PILOT WAS NOT INSTRUMENT RATED. HE INITIATED THE FLT ANYWAY AND ENCOUNTERED THE WEATHER IN A VALLEY NEAR HUNTSVILLE. HUNTSVILLE IS SURROUNDED BY MOUNTAINS. THE PILOT CIRCLED THE HUNTSVILLE AREA FOR ABOUT 1 HOUR WHILE TALKING TO FSS AND THE SHERIFFS DEPT. THE WEATHER WAS DETERIORATING AND THE PILOT WAS TRYING TO LOCATE THE CAR LIGHTS ON THE LANDING STRIP SET UP BY THE SHERIFF. THE PILOT FOUND THE STRIP AND MADE 3 ATTEMPTS TO LAND. ON THE 3RD ATTEMPT HE TOUCHED DOWN. THE ACFT STARTED SWERVING ACCORDING TO THE PILOT AND HE STARTED A GO-AROUND. THE ACFT WING HIT A LARGE TREE AND CRASHED 99 FT BEYOND THE TREE.

Brief of Accident (Continued)

File No. - 339

3/23/83

HUNTSVILLE,UT

A/C Reg. No. N9377X

Time (Lc1) - 2230 MST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - SNOW
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)

5. OBJECT - TREE(S)
  6. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  7. LIGHT CONDITION - DARK NIGHT
  8. JUDGEMENT - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 252      1/11/83      QUINTON, VA      A/C Reg. No. N5175X      Time (Lcl) - 1445 EST

-----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	2
Accident Occurred During -LANDING			0	0	0
					None

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA	Eng Make/Model - LYCOMING O-235-61	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEW KENT
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2184/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3064
SE LAND,ME LAND	Months Since - 1	Make/Model- 35
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 28
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF FOLLOWING AN ENGINE MALFUNCTION. THE STUDENT WAS TAKING BASIC INSTRUCTION IN TAILWHEEL ACFT AND HAD MADE ONE LANDING. FOLLOWING THE 2ND TAKEOFF, AT 150-200 FEET AGL, THE ENGINE LOST POWER WITH THE RPM DROPPING TO THE IDLE RANGE. THROTTLE AND PRIMER WERE CHECKED AND USED TO NO AVAIL. THE INSTRUCTOR TOOK CONTROL TO MAKE A FORCED LANDING. THE ACFT COLLIDED WITH SEVERAL TREES AND FELL TO THE GROUND. IT WAS CUSHIONED BY THE LAST TREE WHICH WAS UPROOTED AND FELL UNDER THE ACFT. THE ENGINE WAS EXAMINED AND THE ONLY DISCREPANCY WAS THE RESTRICTION IN THE VENTURI THROAT OF THE CARBURETOR DUE TO THE PRESENCE OF LEAVES.



Brief of Accident (Continued)

File No. - 252

1/11/83

QUINTON,VA

A/C Reg. No. N5175X

Time (Lc1) - 1445 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)

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. - 354      1/17/83      PORTSMOUTH, VA      A/C Reg. No. N150RF      Time (Lc1) - 1430 EST

-----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	1
Accident Occurred During -LANDING			0	0	0
					None

-----Aircraft Information-----

Make/Model - CESSNA 150	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 - 1500	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	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAMPTON ROADS
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 70
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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL DURING THE SECOND SOLO LANDING & RAN OFF THE RWY.

Brief of Accident (Continued)

File No. - 354

1/17/83

PORTSMOUTH, VA

A/C Reg. No. N150RF

Time (Lc1) - 1430 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - 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) 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. - 254      2/15/83      CHESTERFIELD,VA      A/C Reg. No. N5889F      Time (Lcl) - 1604 EST

-----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
					None
					2
					0

-----Aircraft Information-----

Make/Model      - CESSNA 210G	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 3400	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 6	Rated Power      - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	SANDSTON,VA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	CHESTERFIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - 33
Visibility      - 8.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 4400/      75
Lowest Sky/Clouds      - SCATTERED	Type of Clearance      - NONE	Runway Surface      - MACADAM
Lowest Ceiling      - NONE	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - WET
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - YES	Total      - 989
SE LAND,ME LAND	Months Since      - 1	Make/Model-      23
	Aircraft Type - PA-28-R	Instrument-      134
		Multi-Eng -      232
		Last 24 Hrs -      1
		Last 30 Days-      7
		Last 90 Days-      27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK DURING LANDING. THE STUDENT PILOT WAS MAKING TOUCH & GO LANDINGS ON A TRAFFIC FLIGHT. THE SNOW BANKS COVERED 17 FEET ON EACH SIDE OF THE RUNWAY. RUNWAY WIDTH WAS 75 FEET. THE CFI SAID THE ACFT DRIFTED TO THE LEFT DURING A GO-AROUND AND ENDED UP OFF THE LEFT SIDE OF THE RUNWAY IN THE SNOW.

Brief of Accident (Continued)

File No. - 254

2/15/83

CHESTERFIELD, VA

A/C Reg. No. N5889F

Time (Lc1) - 1604 EST

Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       LANDING

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
2. GO-AROUND - INITIATED - DUAL STUDENT
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. PROPER ALIGNMENT - NOT MAINTAINED -

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation       LANDING

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 347      3/30/83      NEW CHURCH,VA      A/C Reg. No. N8719H      Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	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 - GRUMMAN G164 A	Eng Make/Model - P & W R 1340 AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEW CHURCH
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
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 - 3918
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 2535
		Instrument- 167
		Multi-Eng - 140
		Last 30 Days- UNK/NR
		Last 90 Days- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SWERVED FROM A SOFT SPOT ON THE RUNWAY AND LEFT THE RUNWAY. WHEN THE ACFT WENT INTO A PLOWED FIELD THE LANDING GEAR MIRED AND THE ACFT NOSED OVER. THE PILOT COULD NOT SEE OVER THE NOSE OF THE TAILWHEEL ACFT TO DETECT THE SOFT SPOT IN THE RUNWAY. THE PILOT HAD CHANGED THE DIRECTION OF TAKEOFF AND THIS WAS THE FIRST TAKEOFF IN THIS DIRECTION.

Brief of Accident (Continued)

File No. - 347

3/30/83

NEW CHURCH,VA

A/C Reg. No. N8719H

Time (Lcl) - 1300 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 351      6/10/83      WARRENTON, VA      A/C Reg. No. N90626      Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - APPROACH			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WARRENTON SOARING CENTER
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
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)
COMMERCIAL	Current - YES	Total - 5756
SE LAND, ME LAND	Months Since - 13	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 552
		Multi-Eng - 159
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 148

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THIS WAS HIS THIRD FLT OF THE DAY AND HIS FIRST IN THIS PARTICULAR ACFT. HE MISJUDGED HIS GLIDE PATH AND LANDED ABOUT 100 FEET SHORT OF THE RUNWAY. THE GLIDER ROLLED INTO THE CREEK AND THE NOSE IMPACTED ABOUT 2 FEET BELOW THE TOP OF THE OPPOSITE BANK.



Brief of Accident (Continued)

File No. - 351

6/10/83

WARRENTON, VA

A/C Reg. No. N90626

Time (Lc1) - 1030 EDT

-----  
Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2       ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 384      7/02/83      WEST POINT,VA      A/C Reg. No. N5920M      Time (Lc1) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL IO-470-VO	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	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	WEST POINT MUNI
Wind Dir/Speed- 090/002 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3750/ 75
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 - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 826
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 77
		Instrument- 37
		Last 30 Days- UNK/NR
		Last 90 Days- 217
		Multi-Eng - 146

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS PRACTICING SINGLE ENGINE PROCEDURES AND LANDINGS. ON HIS FOURTH LANDING TO A FULL STOP HE LANDED GEAR UP. HE SAID HE JUST FORGOT TO PUT THE GEAR DOWN.

Brief of Accident (Continued)

File No. - 384

7/02/83

WEST POINT,VA

A/C Reg. No. N5920M

Time (Lc1) - 0800 EDT

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT USED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - 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) 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. - 237      1/03/83      WILLARD,WA      A/C Reg. No. N6087C      Time (Lcl) - 1818 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	DESTROYED				
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor
Accident Occurred During -DESCENT			4	0	0
				0	0

-----Aircraft Information-----

Make/Model - CESSNA T303	Eng Make/Model - CONTINENTAL TS10-520-AE	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PORTLAND,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	IDAHO FALLS,ID	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1300 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 7657
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 422
		Multi-Eng - 2566
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PLT RECEIVED A WX BRIEFING & FILED AN IFR FLT PLAN TO IDAHO FALLS, ID AT 1300 FT. HE TOOK OFF AT 1804 PST. AT 1814 PST, JUST PRIOR TO CALLING LEVEL AT 13,000 FT, HE REPORTED HE WAS ENCOUNTERING LIGHT TURBULENCE & LIGHT RIME ICE. APRX 4 MIN LATER, THE PLT REPORTED EXPERIENCING HEAVY VIBRATIONS. HE REQUESTED & RECEIVED A CLEARANCE TO RETURN TO PORTLAND & DESCEND TO 7000 FT. SHORTLY AFTER THAT, THE ACFT ENTERED A TIGHT DESCENDING TURN WHICH THE PLT REPORTED HE WAS HAVING DIFFICULTY ARRESTING. HE REPORTED REGAINING DIRECTIONAL CONTROL AT 6000 FT & SAID THE ACFT HAD A HEAVY LOAD OF ICE. SHORTLY THEREAFTER, THE ACFT CRASHED IN MOUNTAINS AT THE 3130 FT LEVEL. DUE TO DAMAGE FROM IMPACT & WRECKAGE RETRIEVAL, THE PREIMPACT CONDITION OF ALL DEICING COMPONENTS WAS NOT VERIFIED. THE ACFT WAS NOT CERTIFIED FOR FLT IN KNOWN ICING CONDITIONS. MODERATE MIXED ICING CONDITION & MODERATE TURBULENCE WERE FORECAST. THE PLT WAS BRIEFED THERE HAD BEEN REPORTS OF MODERATE ICING THRU-OUT THE AREA.

Brief of Accident (Continued)

File No. - 237

1/03/83

WILLARD,WA

A/C Reg. No. N6087C

Time (Lcl) - 1818 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT

Finding(s)

4. WING - ICE
5. STABILIZER - ICE
6. AIRCRAFT PERFORMANCE - DETERIORATED
7. SPIRAL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - HIGH TERRAIN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 255      3/06/83      5 NM E. OF KENT, WA      A/C Reg. No. N46JS      Time (Lcl) - 1250 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - GLASAIR SH-2	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SOUTH PRAIRIE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENT, WA	CREST AIRPARK
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3204/ 40
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2750
SE LAND	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT COLLIDED WITH POWERLINES ON FINAL APPROACH AND CRASHED. THE PILOT WAS ON A FLIGHT FROM ONE AIRPORT TO ANOTHER TO DEMONSTRATE HIS ACFT TO OTHER BUILDERS OF THE ACFT. HE WAS OBSERVED TO ENTER THE PATTERN AND FLY A LOW BASE LEG AND FINAL APPROACH TO RUNWAY 15. A NOSE UP ATTITUDE AND SMOKE FROM THE ENGINE EXHAUST WAS OBSERVED PRIOR TO THE COLLISION WITH THE WIRES. THE ACFT WAS DESTROYED BY GROUND IMPACT AND FIRE AND THE PILOT WAS FATALY INJURED.

Brief of Accident (Continued)

File No. - 255

3/06/83

5 NM E. OF KENT,WA

A/C Reg. No. N46JS

Time (Lc1) - 1250 PST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  3. ALTITUDE - BELOW - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 207      4/19/83      NEAR ALMIRA, WA      A/C Reg. No. N9219W      Time (Lc1) - 1010 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage		Injuries		
	DESTROYED		Fatal	Serious	Minor
Type of Operation - AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 137	IN FLIGHT	Pass	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - WEATHERLY 201C	Eng Make/Model - P & W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WILBUR, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 080/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 5	Last 24 Hrs - 6
	Aircraft Type - 201C	Make/Model- 2500
		Last 30 Days- 80
		Instrument- 3
		Last 90 Days- 135

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE AN EMERGENCY LANDING AFTER AN ENGINE FAILURE AND FIRE IN FLT. THE PILOT STATED THAT HE WAS ENROUTE TO SPRAY WHEAT WHEN THE ENGINE LOST POWER AND OIL SPRAYED ON THE WINDSHIELD. THE PILOT SMELLED SMOKE, DUMPED HIS LOAD AND MADE A LANDING. WHEN HE GOT OUT THE ACFT CONTINUED TO BURN AND WAS DESTROYED. THE MASTER ROD HAD FAILED IN THE ENGINE, ACCORDING TO THE PILOT'S STATEMENT.



Brief of Accident (Continued)

File No. - 207

4/19/83

NEAR ALMIRA, WA

A/C Reg. No. N9219W

Time (Lc1) - 1010 PST

-----  
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        FIRE  
Phase of Operation    CRUISE - NORMAL

Finding(s)

2. FLUID, OIL - LEAK  
-----

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 244

4/29/83

RENTON, WA

A/C Reg. No. N67140

Time (Lcl) - 1405 PDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER

ON-DEMAND AIR TAXI

Aircraft Damage

DESTROYED

Injuries

Fatal Serious Minor None

Type of Operation -TEST

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BEECH 77

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1675

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 115 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/010 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

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

RENTON

Runway Ident - 15

Runway Lth/Wid - 5379/ 200

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 26

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 473

Last 24 Hrs - 3

SE LAND,ME LAND

Months Since - 10

Make/Model- 7

Last 30 Days- 145

Aircraft Type - PA-23

Instrument- 42

Last 90 Days- 168

Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAKING OFF FOR A 1 HOUR ENGINE RUN-IN FOLLOWING A TOP OVERHAUL. AFTER LIFTOFF THE ENGINE BEGAN A GRADUAL POWER LOSS AND ROUGH RUNNING. THE PILOT WAS TRYING TURNING BACK TO THE RUNWAY TO LAND WHEN TOTAL POWER LOSS OCCURRED. THE ACFT HAD TURNED 45 DEGREES WHEN THE NOSE FELL THROUGH, THE WINGS ROTATED 180 DEGREES TO THE LEFT AND THE ACFT IMPACTED NOSE FIRST ON THE RUNWAY. THE MECHANIC WHO PERFORMED THE REMOVAL AND REINSTALLATION OF THE CYLINDERS FOR THE TOP OVERHAUL WAS OCCUPYING THE LEFT SEAT. THE MAINTENANCE SUPERVISOR WAS THE PILOT-IN-COMMAND IN THE RIGHT SEAT. THE LOCKING NUT ON THE #1 CYLINDER EXHAUST VALVE ADJUSTING SCREW WAS FOUND LOOSE AND THE ADJUSTING SCREW HAD BACKED OUT OF THE ROCKER ARM BY PUSHROD ACTION DURING TAKEOFF, NEGATING ROCKER ARM ACTION AND EXHAUST VALVE OPENING. THE LOCKING NUTS FOR ALL OF THE OTHER VALVE ADJUSTING SCREWS WERE FOUND PROPERLY TORQUED.

Brief of Accident (Continued)

File No. - 244

4/29/83

RENTON, WA

A/C Reg. No. N67140

Time (Lc1) - 1405 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, TIRE - UNDERTORQUED
2. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation APPROACH

Finding(s)

3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 221      5/12/83      INCHELIUM, WA      A/C Reg. No. N1498F      Time (Lc1) - 1543 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 172H	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	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	RICHLAND, WA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- VARIABLE/005 KTS		Runway Ident	- N/A
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 500 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 84	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 84	Last 30 Days - 4
	Aircraft Type - UNK/NR	Instrument - 4	Last 90 Days - 9

Instrument Rating(s) - NONE

-----Narrative-----

THE INTENDED LANDING AREA WAS A DIRT ROAD APRX 1500 FT LONG. AFTER MAKING A LOW PASS TO CHECK THE AREA, THE PLT MADE AN APPROACH OVER TREES TO LAND, BUT WAS TOO HIGH, SO HE WENT AROUND. ON THE 3RD PASS, HE APPLIED FULL FLAPS. THE PLT STATED THAT THE ACFT WAS BLOWN OFF THE CENTERLINE OF THE LANDING AREA WHEN IT WAS ABOUT 10 FT FT AGL. HE ELECTED TO GO AROUND WHEN THE PLANE WAS APRX 1/2 TO 2/3 OF THE WAY DOWN THE INTENDED LANDING AREA. REPORTEDLY, THE ACFT WAS UNABLE TO CLEAR 60 FT TREES & THE HIGH TERRAIN AT THE END OF THE ROAD. THE ACFT WAS DAMAGED WHEN IT STRUCK TREES AND THEN THE GROUND. THE PLT STATED THAT HE ACCIDENTLY LEFT THE FLAPS ABOUT 10 TO 15 DEG DOWN. THE ELEVATION OF THE CRASH SITE WAS ABOUT 2600 FT & THE TEMPERATURE WAS ABOUT 70 DEG.

Brief of Accident (Continued)

File No. - 221

5/12/83

INCHELIUM,WA

A/C Reg. No. N1498F

Time (Lc1) - 1543 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE
9. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
10. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,7,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,8,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 208      5/13/83      TENINO, WA      A/C Reg. No. N738GN      Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	TOLEDO, WA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	TENINO, WA	WISSLER'S	
Wind Dir/Speed	- 240/010 KTS		Runway Ident	- UNK/NR
Visibility	- 55.0 SM	ATC/Airspace	Runway Lth/Wid	- 1300/ 100
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	-	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 54	Last 24 Hrs - 1
SE LAND	Months Since - 3	Make/Model - 26	Last 30 Days - 6
	Aircraft Type - C-172	Instrument - 2	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING, THE PLT MADE SEVERAL APPROACHES TO THE RWY TO CHECK THE WIND CONDITIONS, BUT NOTICED NO WIND. HE REPORTED ESTABLISHING A FINAL APPROACH WITH AN AIRSPEED OF 57 KTS, USING FULL FLAPS. DURING THE LANDING, THE ACFT BOUNCED, AND REPORTEDLY, THE PLT SET IT DOWN WITH APRX 1000 FT OF RWY REMAINING. FULL BRAKES WERE APPLIED, BUT THE FLAPS WERE NOT RETRACTED. THE ACFT WOULD NOT STOP ON THE REMAINING RWY. THERE WAS A POWER LINE AT THE END OF THE RWY, SO THE PLT ELECTED NOT TO GO AROUND. THE ACFT CONTINUED OFF THE END OF THE RWY AND STRUCK A FENCE POST. ACCORDING TO THE OWNER'S MANUAL, THE EXPECTED LANDING ROLL WAS IN EXCESS OF 1250 FT.

Brief of Accident (Continued)

File No. - 208

5/13/83

TENINO,WA

A/C Reg. No. N738GN

Time (Lc1) - 1700 PDT

Occurrence #1           OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2           ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 326 5/16/83 WASCO,WA

A/C Reg. No. N8540X

Time (Lcl) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172-I  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-320-E2D  
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- 310/027 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SPOKANE,WA  
Destination  
WASCO,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

WASCO STATE  
Runway Ident - 07  
Runway Lth/Wid - 2700/ 30  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND,SE SEA

Age - 60

Biennial Flight Review  
Current - YES  
Months Since - 19  
Aircraft Type - 1721

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1800	Last 24 Hrs - 2
Make/Model- 271	Last 30 Days- 7
Instrument- 0	Last 90 Days- 10
Multi-Eng - 1000	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE DEPARTURE END OF THE RUNWAY DURING LANDING AND GROUNDLOOPED IN A PLOWED FIELD. THE PILOT LANDED IN A 27 KT QUARTERING TAILWIND. THE ACFT ROLLED ONTO A FRESHLY HARROWED FIELD. THE NOSE WHEEL CAUGHT THE DIRT AND VEERED TO THE LEFT AND THE ACFT TIPPED ON ITS RIGHT WING.



Brief of Accident (Continued)

File No. - 326

5/16/83

WASCO,WA

A/C Reg. No. N8540X

Time (Lc1) - 1000 PDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
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 - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 241      5/19/83      BLAINE, WA      A/C Reg. No. N1143G      Time (Lc1) - 1345 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model1	- MOONEY M20J	Eng Make/Model1	- LYCOMING IO-360-A3-B6D	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	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SEATTLE, WA	
Completeness	Destination	Airport Data
Basic Weather	BLAINE, WA	BLAINE, MUNICIPAL
Wind Dir/Speed	ATC/Airspace	Runway Ident
260/010 KTS	Type of Flight Plan	- 32
Visibility	- VFR	Runway Lth/Wid
- 25.0 SM	Type of Clearance	- 2100/ 26
Lowest Sky/Clouds	- NONE	Runway Surface
- 12000 FT SCATTERED	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- TRAFFIC PATTERN	Runway Status
- UNK/NR	FULL STOP	- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 238	Last 24 Hrs - 1
SE LAND	Months Since - 3	Make/Model- 24	Last 30 Days- 1
	Aircraft Type - C-172	Instrument- 54	Last 90 Days- 2
		Multi-Eng - 2	

Instrument Rating(s) - NONE

-----Narrative-----

DURING HIS FIRST APPROACH TO LAND, THE PLT INITIATED A GO-AROUND AFTER FLOATING TOO FAR DOWN THE RWY. HE REPORTED THAT THE SECOND APPROACH & LANDING WERE NORMAL UNTIL A FEW SECONDS AFTER TOUCHDOWN. AT THAT TIME, THE ACFT ENCOUNTERED A GUST OF WIND, LIFTED OFF & YAWED INTO THE WIND. IT IMMEDIATELY SETTLED TO THE RWY WHILE STILL ANGLED INTO THE WIND, THEN VEERED OFF THE RWY & COLLIDED WITH A PARKED ACFT. ACCORDING TO THE PLT, THE WIND WAS VARIABLE FROM 250 TO 270 DEG AT APRX 10 KTS. THERE WERE HIGH TREES ALONG THE LEFT SIDE OF RWY 32 WHICH SHIELDED THE FIRST 1/3 OF THE RWY FROM WINDS OUT OF THE WEST. APRX 18 MI AWAY AT BELLINGHAM, WA, THE 1300 PDT WIND WAS FROM 310 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 241

5/19/83

BLAINE,WA

A/C Reg. No. N1143G

Time (Lcl) - 1345 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 359      5/21/83      CLE ELUM,WA      A/C Reg. No. N71836      Time (Lc1) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- LUSCOMBE 8A	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1260	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- 150/007 KTS</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CLE ELUM,WA</p> <p>Destination ELLENSBURG,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LNDG</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 290</p> <p>Make/Model- 276</p> <p>Instrument- 25</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE WHILE FLYING LOW OVER A RIVER. REPORTEDLY THE STUDENT PILOT WAS BUZZING SOME RAFTERS ON THE YAKIMA RIVER WHEN THE ACFT COLLIDED WITH A POWER LINE ABOUT 25 FEET AGL. THE POWERLINE WAS DOWNED BY THE IMPACT AND THE ACFT RIGHT WING WAS SUBSTANTIALLY DAMAGE. THE STUDENT PILOT THEN FLEW BACK TO BOWERS FIELD AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 359

5/21/83

CLE ELUM,WA

A/C Reg. No. N71836

Time (Lc1) - 1430 PDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 371      5/22/83      SOUTH PRAIRIE, WA      A/C Reg. No. N3852G      Time (Lcl) - 1012 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-LANDING		Pass 0	4	1	0

-----Aircraft Information-----

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 30.0 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 SPANAWAY, WA</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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>CAWLEY PRIVATE</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 2600/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 16	Make/Model- 12
	Aircraft Type - C-172	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE TOUCHDOWN ABOUT 1,800 FT DOWN THE 2,600 FT STRIP. AFTER BOUNCING TWICE, & ABOUT 2,000 FT DOWN THE RWY, POWER WAS APPLIED FOR A GO-AROUND. DURING THE CLIMBOUT THE ACFT TURNED LEFT TOWARD HIGHER TREES. THE FLAPS WERE DESCRIBED AS BEING IN A LANDING CONFIGURATION.

Brief of Accident (Continued)

File No. - 371

5/22/83

SOUTH PRAIRIE, WA

A/C Reg. No. N3852G

Time (Lcl) - 1012 PDT

-----  
Occurrence                    IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        LANDING

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. MANEUVER - IMPROPER - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 215      5/26/83      EPHRATA,WA

A/C Reg. No. N91419

Time (Lcl) - 1630 PDT

-----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

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - I.C.A. BRASOV IS-29D  
Landing Gear      - BODY GEAR  
Max Gross Wt      - 727  
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      - FSS  
Method      - UNK/NR  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 150/012 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  
QUINCY,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,ME LAND

Age - 65

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 6455	Last 24 Hrs	- UNK/NR
Make/Model-	201	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	17
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS FORCED TO LAND AFTER THERMAL ACTIVITY SUBSIDED AND HE WAS UNABLE TO FIND AN AREA OF LIFT. HE ELECTED TO LAND IN THE LAST CULTIVATED FIELD BEFORE REACHING AN AREA OF SAGE BRUSH. REPORTEDLY, A DUST DEVIL WAS ENCOUNTERED DURING TOUCHDOWN. SUBSEQUENTLY, THE LEFT WING CONTACTED THE GROUND & THE GLIDER TURNED ABOUT 110 DEG. THE RIGHT WING & FUSELAGE WERE DAMAGED WHEN THE GLIDER SKIDDED.



Brief of Accident (Continued)

File No. - 215

5/26/83

EPHRATA, WA

A/C Reg. No. N91419

Time (Lc1) - 1630 PDT

-----  
Occurrence #1      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
  2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  3. WEATHER CONDITION - UNFAVORABLE WIND
- 

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 4

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. - 206      5/27/83      TURNER,WA      A/C Reg. No. N56426      Time (Lcl) - 1240 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BOEING/STEARMAN A75N1	Eng Make/Model - P & W 985	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HUNTSVILLE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TURNER,WA	Runway Ident - N/A
Wind Dir/Speed- 300/002 KTS	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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - 2150	Make/Model- 3000
		Last 30 Days- 50
		Instrument- 350
		Last 90 Days- 200
		Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING AN EMERGENCY LANDING AFTER AN ENGINE FAILURE. THE PILOT STATED THAT HE HAD ALMOST COMPLETED HIS SPRAYING, WHEN DURING A TURN-AROUND, THE ENGINE STARTED TO BACKFIRE. HE DUMPED THE REMAINING LOAD AND REDUCED POWER. THE ENGINE BACKFIRED AND QUIT. THE PILOT LANDED, AND DURING ROLL-OUT IN SOFT TERRAIN, THE ACFT NOSED OVER. THE PILOT STATED THAT THE #2 CYLINDER HAD SPLIT OPEN.

Brief of Accident (Continued)

File No. - 206

5/27/83

TURNER,WA

A/C Reg. No. N56426

Time (Lc1) - 1240 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 312      5/28/83      BLAKELY ISLAND, WA      A/C Reg. No. N80202      Time (Lcl) - 1120 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	4

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - STANDING

Fire NONE  
Crew 0  
Pass 0  
Other 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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 040/012 KTS  
Visibility - 35.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
AURORA, OR  
Destination  
BLAKELY ISLAND, WA

Airport Proximity  
ON AIRPORT

Airport Data

BLAKELY ISLAND  
Runway Ident - 19  
Runway Lth/Wid - 2000/ 40  
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)  
COMMERCIAL  
SE LAND

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1645  
Make/Model- 650  
Instrument- 338  
Last 24 Hrs - 6  
Last 30 Days- 10  
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 180H, N2429F, WAS BEING LANDED ON RWY 19 AFTER A CESSNA 172M, N80202, HAD JUST LANDED. THE CESSNA 180 PLT STATED THAT DURING ARRIVAL, THE WIND SOCKS AT THE ENDS OF THE RWY WERE SWINGING IN ALL DIRECTIONS & THERE WAS LIGHT TO MODERATE TURBULENCE. ACCORDING TO HIM, THE CESSNA 180 ENCOUNTERED A GUST OF WIND AFTER A SLIGHT BOUNCE DURING TOUCHDOWN, THEN THE ACFT SWERVED OFF THE RWY. SUBSEQUENTLY, THE CESSNA 180 COLLIDED WITH THE RIGHT WING OF THE CESSNA 172 THAT HAD JUST LANDED. THE CESSNA 172 PLT REPORTED THAT HIS PASSENGERS & BAGGAGE HAD BEEN UNLOADED & HE WAS WAITING ON THE TAXIWAY FOR THE OTHER ACFT TO LAND & CLEAR THE RWY. THE CESSNA 180 PLT ESTIMATED THAT THE WINDS WERE PRIMARILY FROM THE NORTH AT APRX 15 GUSTING 20 KTS. THE 1148 WINDS AT BELLINGHAM, WA WERE FROM 040 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 312

5/28/83

BLAKELY ISLAND,WA

A/C Reg. No. N80202

Time (Lc1) - 1120 PDT

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT OF OTHER AIRCRAFT
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  5. GROUND LOOP/SWERVE - INADVERTENT - PILOT OF OTHER AIRCRAFT
  6. OBJECT - AIRCRAFT MOVING ON GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 312      5/28/83      BLAKELY ISLAND,WA      A/C Reg. No. N2429F      Time (Lcl) - 1120 PDT

-----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 -LANDING

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 180H  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 040/012 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANACORTES,WA

Destination

BLAKELY ISLAND,WA

Airport Proximity

ON AIRPORT

Airport Data

BLAKELY ISLAND

Runway Ident - 19

Runway Lth/Wid - 2000/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND,SE SEA

Age - 67

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-182B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5504

Make/Model- 40

Instrument- 392

Multi-Eng - 261

Last 24 Hrs - UNK/NR

Last 30 Days- 10

Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 180H, N2429F, WAS BEING LANDED ON RWY 19 AFTER A CESSNA 172M, N80202, HAD JUST LANDED, THE CESSNA 180 PLT STATED THAT DURING ARRIVAL, THE WIND SOCKS AT THE ENDS OF THE RWY WERE SWINGING IN ALL DIRECTIONS & THERE WAS LIGHT TO MODERATE TURBULENCE. ACCORDING TO HIM, THE CESSNA 180 ENCOUNTERED A GUST OF WIND AFTER A SLIGHT BOUNCE DURING TOUCHDOWN, THEN THE ACFT SWERVED OFF THE RWY. SUBSEQUENTLY, THE CESSNA 180 COLLIDED WITH THE RIGHT WING OF THE CESSNA 172 THAT HAD JUST LANDED. THE CESSNA 172 PLT REPORTED THAT HIS PASSENGERS & BAGGAGE HAD BEEN UNLOADED & HE WAS WAITING ON THE TAXIWAY FOR THE OTHER ACFT TO LAND & CLEAR THE RWY. THE CESSNA 180 PLT ESTIMATED THAT THE WINDS WERE PRIMARILY FROM THE NORTH AT APRX 15 GUSTING 20 KTS. THE 1148 WINDS AT BELLINGHAM, WA WERE FROM 040 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 312

5/28/83

BLAKELY ISLAND,WA

A/C Reg. No. N2429F

Time (Lcl) - 1120 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 396      5/28/83      KELSO, WA      A/C Reg. No. N6222R      Time (Lcl) - 1200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 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 UNK/NR	Airport Data KELSO-LONGVIEW
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- CALM	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 265
SE LAND	Months Since - 35	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAND-PROPPED THE ACFT WITH A NON-PLT AT THE CONTROLS. THE ACFT WAS THEN TAXIED TO THE FUEL PUMPS & FUELED. THE ACFT WAS THEN HAND-PROPPED AGAIN WITH NO CHOCKS USED. THE NON-PLT WAS AT THE CONTROLS. THE ACFT STARTED TO MOVE, & THE PLT CLIMBED INTO THE ACFT & WAS APPLYING TOE BRAKES JUST AS THE ACFT STRUCK A PARKED ACFT. THE ACFT TRAVELED ABOUT 60 FT.



Brief of Accident (Continued)

File No. - 396

5/28/83

KELSO,WA

A/C Reg. No. N6222R

Time (Lc1) - 1200 PDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. OBJECT - AIRCRAFT PARKED

-----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. - 350 5/29/83 SUMNER,WA

A/C Reg. No. NONE

Time (Lcl) - 1345 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation -SPORT  
Flight Conducted Under -14 CFR 103  
Accident Occurred During -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MX  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - CUYUNA 1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 35 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- 135/005 KTS  
Visibility - 29.0 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 - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE,COMMERCIAL  
SE LAND

Age - 59  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs -	3
Make/Model-	UNK/NR	Last 30 Days-	15
Instrument-	UNK/NR	Last 90 Days-	25
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND CRASHED INTO A PARKING LOT WHEN THE ENGINE QUIT DURING A LOW PASS MANEUVER NEAR A MEMORIAL DAY CROWD IN A PARK. THE ULTRALIGHT ACFT WAS DESTROYED AND THE PILOT WAS SERIOUSLY INJURED. WITNESSES DESCRIBED THE ACFT DOING WING-OVER MANEUVERS OVER THE LAKE AND MAKING A SECOND PASS OVER THE BOAT RAMP PARK WHEN THE MISHAP OCCURRED. ONE WITNESS STATED THE ENGINE STOPPED AND THE PILOT REACHED OVER HIS HEAD IN AN APPARENT ATTEMPT TO RESTART THE ENGINE. THIS ACFT HAD 2 FUEL CONTAINERS. THE MAIN TANK WAS TURNED ON (PETCOCK OPEN) BUT IT WAS EMPTY OF FUEL. THE OTHER TANK WAS HALF FULL BUT OFF (PETCOCK CLOSED). THE ACFT COLLIDED WITH THE TREE WHILE THE PILOT WAS TRYING TO RESTART THE ENGINE. THE ACFT HAD ONLY BEEN FLYING A FEW MINUTES BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 350

5/29/83 SUMNER,WA

A/C Reg. No. NONE

Time (Lcl) - 1345 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation MANEUVERING

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

Finding(s)

3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 302 6/07/83 YAKIMA,WA

A/C Reg. No. N22670

Time (Lcl) - 0750 PDT

---Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91.  
Accident Occurred During -LANDING

Fire  
NONE

---Aircraft Information---

Make/Model - CESSNA 150H  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A  
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 - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 280/006 KTS  
Visibility - 80.0 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

ATC/Airspace

Type of Flight Plan - VFR  
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)  
STUDENT

Age - 19

Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	56	Last 24 Hrs - 3
Make/Model-	56	Last 30 Days- 17
Instrument-	0	Last 90 Days- 38

Instrument Rating(s) - NONE

---Narrative---

THE ACFT NOSED OVER DURING AN OFF AIRPORT FORCED LANDING. THE STUDENT PILOT HAD CHECKED WITH HER FATHER AND FLIGHT INSTRUCTOR FOR HER CROSS-COUNTRY FLIGHT. HER FATHER SUPPLIED INFORMATION ON THE FUEL SUPPLY AND THE STUDENT AND INSTRUCTOR USED THIS INFORMATION FOR FLIGHT PLANNING. ABOUT 6 MILES FROM DESTINATION THE ACFT ENGINE QUIT FROM FUEL EXHAUSTION AND THE STUDENT LANDED IN A PASTURE.

Brief of Accident (Continued)

File No. - 302

6/07/83

YAKIMA,WA

A/C Reg. No. N22670

Time (Lc1) - 0750 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. SUPERVISION - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 301      6/15/83      RYEGRASS PASS,WA      A/C Reg. No. N2762Q      Time (Lcl) - 0645 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 185 FII	Eng Make/Model - CONTINENTAL 10-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOSES LAKE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RYEGRASS,WA	Runway Ident - N/A
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 54.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2592
SE LAND,ME LAND	Months Since - 6	Make/Model- 1314
	Aircraft Type - PA-34	Instrument- 231
		Multi-Eng - 621
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH SAGEBRUSH AND GROUNDLOOPEO WHILE LANDING ON AN ABANDONED COUNTRY ROAD. THE WEATHER WAS VMC. THE ACFT WAS DAMAGED BUT THE PILOT WAS NOT INJURED. ACCORDING TO THE PILOT GUSTING WINDS CAUSED HIM TO CONTACT THE SAGE BRUSH AND GROUND LOOP INTO A DIRT BANK.

Brief of Accident (Continued)

File No. - 301

6/15/83

RYEGRASS PASS,WA

A/C Reg. No. N2762Q

Time (Lc1) - 0645 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. 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. - 397      7/11/83      DIXIE,WA

A/C Reg. No. N4461E

Time (Lcl) - 1425 PDT

-----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

0

0

0

1

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112

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 - 112 HP

ELT Installed/Activated - 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- 210/004 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MOSES LAKE,WA

Destination

LEWISTON,ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LNDG

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 67

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13

Last 24 Hrs - 5

Make/Model- 13

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT AN HOUR AFTER DEPARTURE THE ENGINE BEGAN TO RUN ROUGH. THE PILOT DID A MAGNETO CHECK AND NOTED A DROP OF 300 RPM. A PRECAUTIONARY LANDING WAS MADE INTO A FIELD OF TALL WHEAT. DURING LANDING ROLL THE LEFT MAIN LANDING GEAR STRUCK A HOLE. EXAMINATION OF THE ENGINE REVEALED THAT THE BOTTOM PLUGS WERE FOULED.



Brief of Accident (Continued)

File No. - 397

7/11/83

DIXIE,WA

A/C Reg. No. N4461E

Time (Lcl) - 1425 PDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - DETERIORATED

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

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. - 337      9/14/83      QUILCENE,WA      A/C Reg. No. N9408K      Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - STINSON 108-2  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2078  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN 6A4-165-B3  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 165 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - IMC

Wind Dir/Speed- CALM

Visibility      - UNK/NR

Lowest Sky/Clouds      - 2000 FT PART OBS

Lowest Ceiling      - 4000 FT BROKEN

Obstructions to Vision- FOG

Precipitation      - RAIN SHOWERS

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LANGLEY,WA

Destination

BREMERTON,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 22  
Aircraft Type      - 108-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 108      Last 24 Hrs      - 1  
Make/Model- 13      Last 30 Days- 1  
Instrument- 2      Last 90 Days- 1

Instrument Rating(s)      - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AT THE 2800 FT LEVEL OF A MOUNTAIN AFTER THE PILOT ENCOUNTERED IMC WEATHER. THE WEATHER WAS VMC IN THE AREA BUT THE MOUNTAIN RANGES HAD BEEN FORECAST TO BE OBSCURED IN WEATHER. THE PILOT HAD RECEIVED A WEATHER BRIEFING. THE ACFT PROGRESSED THROUGH THE TREES UNTIL GROUND CONTACT AND WAS DESTROYED. THE PILOT WAS SERIOUSLY INJURED. NO FLT PLAN WAS FILED. THE FLT HAD BEEN ENROUTE ABOUT 30 MINUTES BEFORE IT CRASHED.

Brief of Accident (Continued)

File No. - 337

9/14/83

QUILCENE, WA

A/C Reg. No. N9408K

Time (Lc1) - 0800 PDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  3. WEATHER CONDITION - OBSCURATION
  4. WEATHER FORECAST - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

5. TERRAIN CONDITION - RISING
- 

----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. - 246      2/11/83      MAUSTON, WI      A/C Reg. No. N6126T      Time (Lcl) - 1200 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	1	0	0
Accident Occurred During	-MANEUVERING		Pass 0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	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 - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		PALMYRA, WI	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	
Wind Dir/Speed- UNK/NR		ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE		Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 282
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FROZEN LAKE DURING A LOW PASS WHILE SIGHT SEEING. THE PILOT STATED THAT HE DROPPED DOWN TO 250 FEET AGL TO SEE IF ANYONE WAS FISHING AND HIT A DOWNDRAFT. THE ACFT DESCENDED AND MADE CONTACT WITH THE SNOW AND ICE COVERED LAKE. THE PILOT ALSO SAID IF THE PASSENGER HAD A SHOULDER HARNESS ON (WHICH WAS NOT INSTALLED) THAT HE WOULD NOT HAVE BEEN INJURED. THE PASSENGER BROKE HIS JAW ON THE INSTRUMENT PANEL.

Brief of Accident (Continued)

File No. - 246

2/11/83

MAUSTON, WI

A/C Reg. No. N6126T

Time (Lc1) - 1200 CST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. WEATHER CONDITION - DOWNDRAFT
  3. TERRAIN CONDITION - SNOW COVERED
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 285      3/15/83      MIWAULKEE,WI      A/C Reg. No. N6838S      Time (Lcl) - 2245 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PCI TRANSPORTATION,INC	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	APPLETON,WI	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	MILWAUKEE,WI	MITCHELL
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1515
SE LAND,ME LAND	Months Since - 3	Make/Model- 130
	Aircraft Type - BE 58	Instrument- 183
		Multi-Eng - 202
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE NOTED A FAIRLY LOUD SOUND AS THE LANDING GEAR LOCKED IN THE UP POSITION. LATER, HE WAS UNABLE TO EXTEND THE GEAR WITH EITHER THE NORMAL OR EMERGENCY SYSTEMS. THE CIRCUIT BREAKER WOULD POP EACH TIME HE TRIED THE NORMAL SYSTEM. THE EMERGENCY GEAR HANDCRANK WOULD NOT ENGAGE TO EXTEND THE GEAR MANUALLY. THE ACFT WAS LANDED WITH THE GEAR RETRACTED. AN INVESTIGATION REVEALED THAT A BUSHING, PN 35-810077-3, IN THE LANDING GEAR ACTUATOR HAD FAILED. THIS ALLOWED A WORM GEAR IN THE ACTUATOR TO MOVE AND JAM THE REDUCTION GEAR. THIS ALSO PREVENTED THE HANDCRANK FROM ENGAGING.

Brief of Accident (Continued)

File No. - 285

3/15/83

MIWAULKEE,WI

A/C Reg. No. N6838S

Time (Lc1) - 2245 CST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
  2. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE
  3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
  4. 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) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 272      4/19/83      FOND DU LAC, WI      A/C Reg. No. N99431      Time (Lcl) - 1740 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-44	Eng Make/Model - LYCOMING GO-480	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4525	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FOND DU LAC, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 420
SE LAND	Months Since - 11	Make/Model- 120
	Aircraft Type - UNK/NR	Instrument- 18
		Multi-Eng - 140

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BECAME PREOCCUPIED WITH A MINOR ELECTRICAL PROBLEM AND DID NOT RAISE THE LANDING GEAR BEFORE MAKING A LANDING ON WATER. UPON WATER CONTACT, THE LANDING GEAR EFFECTED ENOUGH DRAG TO NOSE THE AIRCRAFT OVER.



Brief of Accident (Continued)

File No. - 272

4/19/83

FOND DU LAC, WI

A/C Reg. No. N99431

Time (Lc1) - 1740 CST

-----  
Occurrence                NOSE OVER  
Phase of Operation        LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, PARTIAL
2. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 271      4/22/83      MADISON,WI      A/C Reg. No. N1683M      Time (Lcl) - 1805 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 - INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 182  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
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- 120/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

TRUAX FIELD

Runway Ident - 22

Runway Lth/Wid - 6022/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 38

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 45      Last 24 Hrs - 3

Make/Model- 14      Last 30 Days- UNK/NR

Instrument- 3      Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT GROUNDLOOPEd AND ROLLED INVERTED DURING THE TAKEOFF ROLL. THE STUDENT PILOT STATED THAT DURING THE TAKEOFF ROLL THE SUN BROKE THROUGH THE CLOUDS AND BLINDED HIM. HE REPORTED, THAT THIS CONDITION PLUS THE CROSSWIND INTERFERRED WITH HIS ABILITY TO KEEP THE AIRCRAFT IN A STRAIGHT LINE AND RESULTED IN THE GROUNDLOOP.

Brief of Accident (Continued)

File No. - 271

4/22/83

MADISON, WI

A/C Reg. No. N1683M

Time (Lc1) - 1805 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - SUNGLARE
2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 236      4/15/83      BLUEFIELD,WV      A/C Reg. No. N7353S      Time (Lcl) - 1134 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	1	0	0
Accident Occurred During	-APPROACH	Crew Pass	0	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-S	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	ABINGDON,VA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	BLUEFIELD,WV	MERCER COUNTY
Wind Dir/Speed	- 280/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility	- .500 SM	Type of Flight Plan	- IFR
Lowest Sky/Clouds	-	Type of Clearance	- IFR
Lowest Ceiling	- 100 FT OBSCURED	Type Apch/Lndg	- ILS - COMPLETE
Obstructions to Vision	- FOG		Runway Lth/Wid - 4742/ 100
Precipitation	- NONE		Runway Surface - UNK/NR
Condition of Light	- DAYLIGHT		Runway Status - UNK/NR

-----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 - 2536	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 4	Make/Model- 71	Last 30 Days- UNK/NR
	Aircraft Type - BE-58	Instrument- 230	Last 90 Days- 144
		Multi-Eng - 661	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE BEGAN AN ILS APPROACH TO THE MERCER COUNTY ARPT. HE STATED THAT HE PLANNED TO DESCEND TO 3200 FT MSL, THEN EXECUTE A MISSED APPROACH & RETURN TO ABINGTON, VA. THE ARPT ELEVATION WAS 2857 FT MSL. HE STATED THAT HE REMEMBERED GLANCING AT THE ALTIMETER AT 3200 FT, THAT HE LOOKED FOR THE RWY ENVIRONMENT, AND THAT HE WAS PREPARING TO EXECUTE THE MISSED APPROACH, WHEN THE ACFT SUDDENLY HIT TREES & CRASHED. THE IMPACT OCCURRED APRX 1/2 MI FROM THE APPROACH END OF RWY 23. THE WEATHER WAS: 100 FT OBSCURED, VISIBILITY 1/2 MI WITH FOG, TEMP 42 DEG, WIND FROM 280 DEG AT 5 KTS. THE ILS & VORTAC FACILITIES WERE FOUND TO BE OPERATIONAL. THE ACFT NAVCOMM UNIT, GLIDE SLOPE RECEIVER & COURSE INDICATOR HEAD WERE BENCH CHECKED & FOUND TO BE WITHIN TOLERANCES. THE ALTIMETER WAS TESTED & SHOWED A CONSIDERABLE ERROR AT EACH TEST POINT; BUT WAS NOT DISASSEMBLED TO DETERMINE IF INTERIM DAMAGE HAD OCCURRED.

Brief of Accident (Continued)

File No. - 236

4/15/83

BLUEFIELD, WV

A/C Reg. No. N7353S

Time (Lcl) - 1134 EST

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Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. PROPER GLIDEPATH - NOT FOLLOWED - PILOT IN COMMAND
  4. DECISION HEIGHT - BELOW - PILOT IN COMMAND
  5. OBJECT - TREE(S)
- 

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

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----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. - 293      6/05/83      SHINNSTON,WV      A/C Reg. No. N3511E      Time (Lc1) - 2015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL		Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- AERONCA 7AC	Eng Make/Model	- CONTINENTAL O-170-3E	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
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	LOCAL	SHINNSTON
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Flight Plan	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 13985
SE LAND,ME LAND	Months Since - 1	Make/Model	- 277
	Aircraft Type - UNK/NR	Instrument	- 1332
		Multi-Eng	- 12131
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 177
		Rotorcraft	- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) WAS PROVIDING TAKEOFF & LANDING INSTRUCTIONS TO HIS SON, A STUDENT PLT. AFTER MAKING A TAKEOFF & LANDING, THEY TOOK OFF AGAIN ON RWY 22. AT LIFT-OFF, THE CFI NOTICED A CESSNA 180 BEING TAXIED FOR TAKEOFF. AT APRX 300 FT AGL, THEY MADE A RIGHT TURN-AROUND, SO AS TO PASS OVER THE ARPT AT MIDFIELD TO KEEP THE CESSNA 180 IN SITE. THE CESSNA 180 REMAINED IN THE RUN-UP AREA, SO THE STUDENT TURNED TO PARALLEL A RIDGE LINE THAT ANGLED TOWARD THE RWY CENTERLINE & EXTENDED BEYOND THE APPROACH END OF RWY 22. WHILE THE CFI WAS LOOKING OVER HIS LEFT SHOULDER TO MONITOR THE POSITION OF THE CESSNA, HE ASKED THE STUDENT TO TURN TO THE RIGHT, BACK TO THE RWY. THIS TURN WAS BACK TOWARD THE RIDGE LINE WHICH ROSE 150 TO 200 FT ABOVE THEIR ALTITUDE. WHEN THE CFI REALIZED THE PROXIMITY OF THE HILL, HE TOOK CONTROL TO PREVENT THE STUDENT FROM STALLING THE ACFT, BUT WAS UNABLE TO CLEAR OVER TREES. THE ACFT STRUCK BRANCHES & BLACKBERRY BUSHES, THEN AFTER TOUCHDOWN, COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 293

6/05/83

SHINNSTON,WV

A/C Reg. No. N3511E

Time (Lc1) - 2015 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI)
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. ALTITUDE - MISJUDGED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - RISING

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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. - 353      5/30/83      EVANSTON,WY      A/C Reg. No. N5136X      Time (Lcl) - 1905 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model      - CESSNA TU206	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      - RECIP-FUEL INJECTED	
No. of Seats      - 6	Rated Power      - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	ON AIRPORT
Method      - TELEPHONE	SAME AS ACC/INC	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	CASPER,WY	EVANSTON
Wind Dir/Speed- 080/025 KTS	ATC/Airspace	Runway Ident      - 16
Visibility      - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5000/ 50
Lowest Sky/Clouds      - 10000 FT SCATTERED	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 443
SE LAND	Months Since      - 2	Make/Model- 261
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING EVANSTON THE PLT ENCOUNTERED ADVERSE WX ABOUT 100 MI EAST & RETURNED TO EVANSTON. THE PLT EXECUTED A GO-AROUND FROM A RWY 34 APPROACH DUE TO UNFAVORABLE WINDS & THEN LANDED ON RWY 16. DIRECTIONAL CONTROL WAS LOST & THE ACFT COLLIDED WITH A DITCH. WINDS WERE GUSTING 37K. THE PLT WAS USING FULL FLAPS.



Brief of Accident (Continued)

File No. - 353

5/30/83

EVANSTON,WY

A/C Reg. No. N5136X

Time (Lc1) - 1905 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 334      5/30/83      KEMMERER,WY      A/C Reg. No. N16297      Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -ROCKY MOUNTAIN HELICOPTER	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	1
Accident Occurred During -TAKEOFF					0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA-315B	Eng Make/Model - TURBO MECA ARTOUSTE IIIB	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 562 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4298
SE LAND	Months Since - UNK/NR	Make/Model- 576
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 4298

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER CRASHED DURING TAKEOFF. THE WEATHER WAS VMC AND A COMPANY VFR FLIGHT PLAN WAS ON FILE. ACCORDING TO THE PILOT, HE TOOKOFF AND BROUGHT THE ACFT TO A HOVER, MADE A RIGHT PEDAL TURN AND ACCELERATED FOR A NORMAL TAKEOFF. THE ACFT SUDDENLY JERKED, WENT NOSE DOWN AND LANDED UPSIDE DOWN. THE GROUND OBSERVER INFORMED THE PILOT AFTER THE ACCIDENT THAT THE EXTERNAL LINE WITH A LOAD WAS STILL ATTACHED. THE PILOT WAS CONFIDENT HE HAD RELEASED THE LONG LINE FROM THE ACFT BELLY HOOK AFTER LANDING.

Brief of Accident (Continued)

File No. - 334

5/30/83

KEMMERER,WY

A/C Reg. No. N16297

Time (Lc1) - 1830 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PICK-UP EQUIPMENT - ENGAGED
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3









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