

Doc  
NTSB  
AAB  
85  
04  
Issue 3



PB85-916904



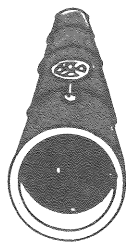
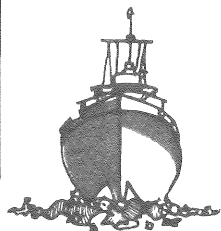
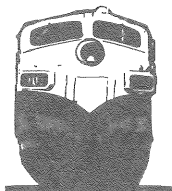
# NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

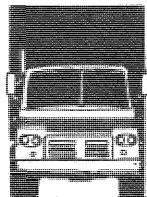
## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 3 OF 1983 ACCIDENTS



NTSB / AAB-85 / 04

Doc  
NTSB  
AAB  
85  
04  
Issue 3



UNITED STATES GOVERNMENT



# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/04		2. Government Accession No. PB85-916904		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U. S. Civil and Foreign Aviation Issue Number 3 - 1983 Accidents				5. Report Date May 31, 1984	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1983 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  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: 0401 through 0600					
17. Key Words Aviation accident, probable cause, findings certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 410	
				22. Price	

## FOREWARD

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

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

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

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

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

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

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

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



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

Requests for reproduction should be forwarded to the:

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

## TABLE OF CONTENTS

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

## AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-393

## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

#### 1. GENERAL AVIATION

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

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

##### Personal

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

##### Business

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

##### Corporate/Executive Operations

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

##### Instructional Flying

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

##### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

## PHASE OF OPERATION

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

## CAUSES AND RELATED FACTORS

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

## BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 3

CALENDAR YEAR 1983

## File Order Listing - Issue No. 3, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
401	3440R	020383	WEYERS CAVE, VA	CESSNA	182L	FATAL	348
402	3413E	043083	FRIDAY HARBOR, WA	CESSNA	C-172N	FATAL	360
403	101MA	032483	NR LIHUE ARPT, HI	MURRAYAIR, L	MA1B	FATAL	178
404	63892	030483	FLORENCE, KY	BEECH	C-23	NONE	224
405	3991Q	061783	(N) SKWENTNA, AK	CESSNA	185	NONE	16
406	2368M	070483	ANCHORAGE, AK	PIPER	PA-12	NONE	26
407	5547B	052083	RIVERSIDE, CA	CESSNA	182	NONE	94
408	23347	061783	COLUMBIA, CA	CESSNA	150H	NONE	98
409	71409	051383	OCEAN WAY, FL	CESSNA	172M	NONE	162
410	NONE	041383	PALM BAY, FL	ROTEC	RALLY 2B U	FATAL	154
411	6376F	060583	CHULUOTA, FL	CESSNA	172N	NONE	166
412	506R	032583	CENTERVILLE, TN	KIT BUILT (R	SCORPION 1	FATAL	330
413	731CN	061183	NOATAK, AK	CESSNA	C-188	NONE	12
414	1827A	041783	CHUGIAK, AK	PIPER	PA-18	NONE	2
415	780H	051683	GARDNER, KS	CESSNA	182P	MINOR	220
416	51255	060583	SHOW LOW, AZ	CESSNA	150	FATAL	46
417	84US	010183	ARROYO GRANDE, CA	PICCARD	AX-6	SERIOUS	50
418	5170K	013083	LAKE WOHLFORD, CA	CESSNA	172N	NONE	56
419	6892J	021983	GRAND CANYON, AZ	PIPER	PA28-151	NONE	32
420	9645B	021483	WENDEN, AZ	CESSNA	172RG	NONE	30
421	2865P	020483	HAWTHORNE, NV	LAKE	LA4-200	MINOR	282
422	8347X	021983	RUBIDOUX, CA	CESSNA	172C	SERIOUS	64
423	591W	052583	LEXINGTON, KY	SIAI-MERCHET	FN333	SERIOUS	226
424	138X	021983	BERMUDA DUNES, CA	MIDGET	MUSTANG I	MINOR	66
425	595H	033183	CHINO, CA	ENSTROM	F-28C	NONE	78



## File Order Listing - Issue No. 3, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
426	NONE	061983	LAKE WORTH, FL	EIPPER	QUICKSILVE	SERIOUS	170
427	6770Z	052683	JAY, FL	PIPER	PA-25-235	MINOR	164
428	29962	051583	SEAL BEACH, CA	WACO	UPF7	NONE	92
429	5917G	060583	BOYNTON BCH., FL	CESSNA	150K	NONE	168
430	3GK	052483	TROY, KS	HILLER	UH-12E	SERIOUS	222
431	38607	050483	LONE PINE, CA	PIPER	PA-28R-201	MINOR	86
432	2565V	021783	PLEASANTON, CA	CESSNA	170	NONE	62
433	3777A	052383	OLEAN, NY	PIPER	PA-22	NONE	288
434	9600W	032083	CROSSVILLE, TN	PIPER	PA-28-140	FATAL	328
435	2115R	051483	MAXWELL, CA	PIPER	PA-28-161	NONE	90
436	6521B	040583	CONWAY, SC	CESSNA	152B	NONE	324
437	41721	061183	ZILLAH, WA	BELL	47G-2	NONE	366
438	2343X	042583	KEOSAUQUA, IA	CESSNA	182H	NONE	182
439	53242	051383	MCHENRY, IL	CESSNA	172	NONE	208
440	4624T	050483	HESPERIA, CA	MAULE	M4-210	MINOR	88
441	21CS	052883	FULTON, MO	BEECH	J35	NONE	262
442	1091X	043083	STOVER, MO	PIPER	PA-34-200T	FATAL	260
443	9254P	042483	CHAMPAIGN, IL	PIPER	PA-24	NONE	204
444	2315V	061883	MORGAN HILL, CA	PIPER	PA-38-112	NONE	104
445	8838V	061883	DUCOR, CA	BELLANCA	17-31A	FATAL	102
446	116HA	061783	THERMAL, CA	HILLER	UH-12E	MINOR	96
447	89410	061983	BETTLES, AK	CESSNA	140	NONE	18
448	3074A	062683	FAIRBANKS, AK	CESSNA	170	NONE	20
449	54274	061983	RICHMOND BEACH, CA	CESSNA	172PII	MINOR	108
450	9003Y	012683	MIAMI LAKES, FL	PIPER	PA-31	NONE	130

## File Order Listing - Issue No. 3, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
451	181RS	031883	FORT COLLINS, CO	MITSUBISHI	MU-2B-40	NONE	118
452	47875	021383	JACKSON, MI	PIPER	PA-28R	NONE	246
454	8478N	021583	SIOUX FALLS, SD	BEECH	V35A	SERIOUS	326
455	630KC	040583	HUTCHINSON, KS	ROCKWELL COM	500B	NONE	216
456	32260	031983	DEFUNIAK SPRING, FL	STINSON	10A	NONE	142
457	3898F	022883	CROSS CITY, FL	PIPER	PA-32R	FATAL	138
458	5980F	022483	NEAR LABELLE, FL	CESSNA	210H	NONE	136
459	81MA	042583	MIAMI, FL	GLOBE	GC1B	NONE	158
460	6333M	042183	ZELLWOOD, FL	CESSNA	152	NONE	156
461	8317J	050983	FREDONIA, KS	CESSNA	150G	NONE	218
462	5291M	010283	LAUREL, MS	SWEARINGEN	SA-226TC	NONE	268
463	1127R	052883	ROCKFORD, IL	RAVEN	S55A	SERIOUS	212
464	4292V	010283	PLATO CENTER, IL	CESSNA	170	MINOR	198
465	67155	060883	BRICKTOWN, NJ	HILLER	UH-12D	NONE	280
466	2202F	071383	JOHN DAY, OR	BELL	206B	NONE	310
467	68127	032683	ESCONDIDO, CA	WARE TEENIE	TWO	SERIOUS	76
469	37106	061983	MONTEREY, CA	BEECH	C23	NONE	106
470	3881D	050283	YREKE, CA	RIETMAN	WIDGET	FATAL	84
471	6694P	020583	FAIR OAKS, CA	PIPER	PA-24	NONE	60
472	8435V	061883	CORCORAN, CA	ROCKWELL INT	S2R	NONE	100
473	69EZ	071983	MOJAVE, CA	VARIEZE	1	FATAL	112
474	88CP	022083	MERCED, CA	BELL	47G3B-2	NONE	70
475	4611L	021983	ANTIOCH, CA	CESSNA	172G	NONE	68
476	69026	062683	MADRID, IA	CESSNA	152	SERIOUS	184
478	715HR	060583	DAYTON, OH	CESSNA	172H	NONE	294

## File Order Listing - Issue No. 3, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
479	7670J	042683	HAVANA, IL	PIPER	PA-28R	NONE	206
480	7648U	042583	MIDDLETON, OH	CESSNA	150	MINOR	292
481	62541	042383	FRANKFORT, IL	CESSNA	172	NONE	202
482	25920	010383	DETROIT, MI	PIPER	PA-38-112	NONE	242
483	4813Y	061583	PUXICO, MO	PIPER	PA-25-235	NONE	266
485	8302T	040983	HAWTHORNE, NY	PIPER	PA-28-181	NONE	284
486	87822	062683	SKWENTNA, AK	PIPER	J-3	MINOR	22
487	210DK	012883	OCOTILLO WELLS, CA	CESSNA	210L	SERIOUS	54
488	8406M	052083	TUCSON, AZ	CESSNA	150K	NONE	44
489	51684	060783	MESA, AZ	ENSTROM	F28C	SERIOUS	48
490	9907M	020483	NAPA, CA	CESSNA	182P	MINOR	58
491	52363	042083	2NM E. OF BLYN, WA	CESSNA	172P	FATAL	356
492	4468K	052883	COTTAGE GROVE, OR	RYAN NAVION	NAV 4	SERIOUS	300
493	8269J	042483	CHANDLER, AZ	VARGA	2150A	NONE	42
494	82GW	041083	RED BLUFF, CA	WALSTON	THORP T-18	MINOR	82
495	7243S	040683	CORONA, CA	CESSNA	150H	NONE	80
496	719	042383	MILLBROOK, NY	AERONCA	7AC	MINOR	286
497	86948	042383	ASHLEY FALLS, MA	BELLANCA	8KCAB	NONE	228
498	3201K	051983	BEDFORD, MA	GLOBE SWIFT	GC-1B	NONE	230
499	9283G	060183	NEWPORT, RI	CESSNA	182N	NONE	322
500	9052M	052083	GREENVILLE, ME	CESSNA	180H	NONE	240
501	5302K	051983	COLLEGEVILLE, PA	CESSNA	172P	NONE	314
502	2581F	052883	AKRON, NY	CHAMPION	BELLANCA 7	NONE	290
503	5259E	052783	DECKER, MT	CESSNA	180B	NONE	272
504	9357L	071683	SEKIU, WA	GULFSTREAM A	AA-1A	NONE	372

## File Order Listing - Issue No. 3, 1983

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
505	69CZ	060383	CHESTERFIELD, MO	PIPER	PA-34-200T	NONE	264
506	3032V	020583	GREENSBORO, NC	CESSNA	150M	MINOR	274
507	25693	051083	LYNCHBURG, VA	PIPER	PA-38-112	NONE	350
508	4665Q	051483	HICKORY, NC	CESSNA	210L	NONE	276
509	9277	071183	HOLLAND, MI	CESSNA	172M	NONE	254
510	38802	071483	PYLMOUTH, IN	EIPPER	MX-2	MINOR	214
511	3886P	010783	GLADE PARK, CO	CESSNA	P210N	NONE	114
512	4521Y	051783	TOMAH, WI	PIPER	PA25	NONE	386
513	67613	051683	NEW RICHMOND, WI	CESSNA	152	NONE	384
514	5101R	042283	CHAMPAIGN, IL	BEECH	BE-19-180	NONE	200
515	37SP	051783	STOCKBRIDGE, MI	SCHAFER/PRO	UW	SERIOUS	248
516	67880	051883	DETROIT, MI	CESSNA	152	NONE	250
517	6758F	052583	ELGIN, IL	PIPER	PA28-151	NONE	210
518	9435Q	010283	BIG SPRING, TX	BEECH	V-35B	NONE	338
519	89048	022283	CORONA, CA	CESSNA	152	NONE	72
520	8679H	022283	MENDOTA, CA	GRUMMAN	G164A	NONE	74
521	3591A	022383	DOUGLAS, AZ	PIPER	PA-18	NONE	34
522	2912F	022383	PEORIA, AZ	CESSNA	182J	NONE	36
523	54121	022483	CHANDLER, AZ	CESSNA	172P	NONE	38
524	43958	031883	SAN MANUEL, AZ	TAYLORCRAFT	BC12D	NONE	40
525	9912M	021883	BAHIA HONDA, FL	CESSNA	C-182P	NONE	134
526	4436D	062683	ROME, OR	PIPER	PA-18-150	NONE	308
527	245C	062383	JEROME, ID	HILLER	UH-12B	NONE	188
528	9536	062883	WAITSBURG, WA	GRUMMAN	G-164A	NONE	368
529	5598G	062483	FOSSIL, OR	GARLICK (BEL	UH-1B/204	MINOR	306

File Order Listing - Issue No. 3, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
530	7843	010883	CLYDE, TX	GRUMMAN	G164A-450	NONE	340
531	5208S	011883	PALM SPRINGS, CA	PIPER	PA-32-300	FATAL	52
532	8576J	051583	JANESVILLE, WI	CESSNA	150	NONE	380
532	13364	051583	JANESVILLE, WI	CESSNA	172M	NONE	382
533	3092T	101283	BIG SPRING, TX	PIPER	PA-28-180	NONE	342
534	6575W	061883	BRUCETON MILLS, WV	PIPER	PA-28-140	NONE	390
535	24687	051983	BANGOR, ME	BEECH	SPORT	NONE	238
536	8780X	011983	NEAR TELOGIA, FL	CESSNA	182D	NONE	128
537	1737Z	011583	KEY LARGO, FL	CESSNA	336	NONE	126
538	6202M	052983	GRANTS PASS, OR	STINSON	108	NONE	302
539	2046D	060483	NEWPORT, MD	ROTEC ENGINE	RALLY 3	NONE	236
540	63143	062383	ASHLAND, VA	CESSNA	150M	NONE	352
541	210AE	041183	BRUNSWICK, GA	CESSNA	210F	NONE	172
542	6487W	021283	THREE OAKS, MI	PIPER	PA28-140	NONE	244
543	8056Z	042983	MEXICAN HAT, UT	CESSNA	U206	NONE	344
544	5501R	050883	ESCALANTE, UT	CESSNA	172F	NONE	346
545	2302L	021283	NAPLES, FL	BEECH	23	NONE	132
546	2175H	040583	PEMPBROKE PINES, FL	ERCOUPE	G	NONE	146
547	13GM	041283	FT. PIERCE, FL	CESSNA	402B	NONE	150
548	3147G	031983	LAKELAND, FL	GEMINI INT'L	HUMINGBIRD	SERIOUS	144
549	3172P	040683	AMERICAN FALLS, ID	PIPER	PA-23-150	NONE	186
550	8576C	052483	TOUCHET, WA	PIPER	PA18-150	NONE	362
551	212ES	041283	TALLAHASSEE, FL	SPENCER	QUICKIE Q2	MINOR	152
552	1540O	061283	QUINHAGAK, AK	PIPER	PA-32-300	NONE	14
553	3102U	040383	CONCORDIA, MO	CESSNA	182F	NONE	258

## File Order Listing - Issue No. 3, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
554	1391P	031383	LAKELAND, FL	GRAY	J-3 TRAINE	NONE	140
555	60913	030283	SAN JUAN, PR	CESSNA	150	NONE	320
557	39019	051583	KAUAI, HI	GRUMMAN	AA-1C	NONE	180
558	9088J	050283	ERIE, CO	PIPER	PA-28-180	NONE	122
559	NONE	052783	KETCHIKAN, AK	WASPAIR	TOMCAT	SERIOUS	10
560	3168G	010283	GENDA CITY, WI	NORTH AMERIC	T-6G	FATAL	378
561	3033A	071783	ELLENSBURG, WA	CESSNA	170B	MINOR	374
562	7757Z	051483	LA GRANDE, OR	PIPER	PA-25-235B	NONE	298
563	4098U	072783	ELLENSBURG, WA	CESSNA	150E	NONE	376
564	42917	053083	NORTH BEND, WA	CESSNA	180J	FATAL	364
565	3307J	050683	WAUCHULA, FL	CESSNA	150G	MINOR	160
566	9945U	070183	LIVERMORE, CA	GRUMMAN AMER	AA-5A	SERIOUS	110
567	20082	060283	JACKSON, MI	CESSNA	177B	SERIOUS	252
568	8632D	073183	JUNEAU, WI	PIPER	PA-22	NONE	388
569	393AC	060783	HERMISTON, OR	CESSNA	T210L	SERIOUS	304
570	3721D	050283	MONTICELLO, GA	CESSNA	182A	MINOR	176
571	6243M	031383	JASPER, AL	CESSNA	152	NONE	28
572	65436	070983	CHATTANOOGA, TN	CESSNA	152	NONE	336
573	74189	042783	KENNESAW, GA	BOEING	A75N1	NONE	174
574	8074M	052083	NASHVILLE, TN	CESSNA	182P	MINOR	332
575	903BG	060583	FINLEYVILLE, PA	GROB	109	SERIOUS	316
576	9929T	022583	CUT BANK, MT	PIPER	PA-38-112	NONE	270
577	4005W	033183	CASTLE ROCK, CO	PIPER	PA-32-300	SERIOUS	120
578	735FW	053183	COLORADO SPRGS, CO	CESSNA	182	NONE	124
579	6850Z	070283	WHEATLAND, WY	PIPER	PA-18-150	FATAL	392

File Order Listing - Issue No. 3, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
580	47BH	070983	SOMERVILLE, TN	BENSEN	B8M	FATAL	334
581	430LT	060583	MORRISVILLE, VT	DG	400	NONE	354
582	74788	060483	LAKEVILLE, MA	MOONEY	M20B	NONE	234
583	66982	060583	W. MIFFLIN, PA	BEECH	77	NONE	318
584	2632G	052183	TAUNTON, MA	CESSNA	182B	NONE	232
585	2661Y	050183	KENAI, AK	CESSNA	180	NONE	4
586	7731K	062983	ANCHORAGE, AK	CESSNA	180	NONE	24
587	7488W	051983	KENAI, AK	PIPER	PA-28-180	NONE	8
588	5042Q	051683	TWIN HILLS, AK	BELLANCA	8GCBC	NONE	6
589	3382F	072183	HILLSBORO, OR	FINAMORE	KR-2	MINOR	312
590	9089W	072183	TENSED, ID	WEATHERLY	201C	NONE	194
591	80649	042783	EVERETT, WA	SWIFT	GC-1B	NONE	358
592	4060V	071383	MULLAN, ID	CESSNA	170	NONE	192
593	7640A	070583	SALMON, ID	CESSNA	180	NONE	190
594	852H	041183	PERRY, FL	CESSNA	310Q	MINOR	148
595	1053M	070983	CONNELL, WA	CESSNA	150-J	SERIOUS	370
596	9024Z	031483	ST. LOUIS, MO	ROBINSON	R-22	FATAL	256
597	24802	061283	STRONGVILLE, OH	PIPER	PA-38-112	NONE	296
598	9699B	010283	MONEE, IL	CESSNA	180	NONE	196
599	587H	060283	NEW MARKET, NH	ENSTROM	280C	MINOR	278
600	5802J	021983	DURANGO, CO	CESSNA	172N	NONE	116





AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 3 OF 1983 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 414      4/17/83      CHUGIAK, AK      A/C Reg. No. N1827A      Time (Lcl) - 1020 AST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	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	CHUGIAK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KNIK, AK	JOHN GRAYBILL
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1200/ 20
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 5500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 190
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A FORCED LANDING AND NOSED OVER. THE PILOT REPORTED THAT HE MADE THE TAKEOFF WITH THE FUEL SELECTOR IN THE LEFT TANK POSITION. VISUAL INSPECTION OF THE LEFT TANK REVEALED NO FUEL IN THE TANK EXCEPT FOR RESIDUAL FUEL. TEST OF THE FUEL REMAINING INDICATED USE OF AUTOMOTIVE GASOLINE.

Brief of Accident (Continued)

File No. - 414

4/17/83

CHUGIAK, AK

A/C Reg. No. N1827A

Time (Lc1) - 1020 AST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - 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

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 585      5/01/83      KENAI, AK      A/C Reg. No. N2661Y      Time (Lc1) - 1600 AST

-----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	0	0

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	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 AIRSTRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	BIG LAKE, AK	KENAI MUNI.
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7575/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 245
SE LAND	Months Since - 22	Make/Model- 20
	Aircraft Type - C-180	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING TAKEOFF ROLL. THE PILOT OF THE TAILWHEEL ACFT PUSHED THE YOKE FOWARD DURING THE ROLL AND THEN RELEASED THE PRESSURE HE SAID THE TAIL OF THE ACFT CAME UP TOO HIGH AND THE PILOT SAID HE OULD NOT OVERCOME THIS ACTION WITH BACK PRESSURE ON THE YOKE SO HE PULLED OFF THE ACFT POWER AND THE ACFT NOSED OVER. THE PILOT REPORTED GUSTY WINDS AND WIND SHEAR. THE INVESTIGATOR WAS UNABLE TO FIND ANY RECORDED GUSTY WINDS FOR A 4 HR PERIOD FROM 2 HRS BEFORE TO 2 HRS AFTER THE ACCIDENT. THERE WAS ALSO NO EVIDENCE OF WIND SHEAR FOUND. THE ACFT WAS USING RUNWAY 01 AND THE RECORDED WIND WAS FROM 290 DEGREES AT 9 KTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 585

5/01/83

KENAI, AK

A/C Reg. No. N2661Y

Time (Lc1) - 1600 AST

Occurrence NOSE OVER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND

-----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. - 588      5/16/83      TWIN HILLS, AK      A/C Reg. No. N5042Q      Time (Lcl) - 1200 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 - TAKEOFF			0	0	0
					1
					1

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

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DILLINGHAM, AK	Runway Ident - N/A
Wind Dir/Speed- 040/030 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - 5000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1700
SE LAND,ME LAND,SE SEA	Months Since - 11	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- 132
		Multi-Eng - 75
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 110
		Rotorcraft - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING TAKEOFF WHEN THE LANDING GEAR DUG INTO THE SOFT SAND. THE WEATHER WAS VMC BUT THE WIND WAS GUSTING UP TO 40 MPH. THE PILOT DID NOT CLAIM ANY PROBLEMS WITH THE WIND OR THE ACFT BUT HE DID HAVE A STRONG CROSSWIND. THE ACCIDENT SITE WAS A SANDY RUTTED BEACH ABOUT 47 NM SW OF DILLINGHAM AK.

Brief of Accident (Continued)

File No. - 588

5/16/83

TWIN HILLS, AK

A/C Reg. No. N5042Q

Time (Lcl) - 1200 ADT

Occurrence

NOSE OVER

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SAND BAR
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - CROSSWIND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 587      5/19/83      KENAI, AK      A/C Reg. No. N7488W      Time (Lcl) - 1700 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 4

Eng. Make/Model - LYCOMING O-360-A3A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 230/010 KTS  
Visibility - 70.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

ARNESSE STRIP  
Runway Ident - 21  
Runway Lth/Wid - 1700 -UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 67  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-150

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

Total	- 116	Last 24 Hrs -	3
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON A SHORT FINAL APPROACH HE ENCOUNTERED A WINDSHEAR. THE PILOT ONLY HAD 5 HOURS IN THIS TYPE ACFT AND HAD LITTLE EXPERIENCE LANDING AT THE LOCATION OF THE ACCIDENT. THIS FIELD HAS NO FACILITIES EXCEPT A WINDSOCK. IT IS BORDERED BY TREES TO THE SOUTH AND A LAKE TO THE NORTH. THE ACFT HAD THE LEFT MAIN LANDING GEAR TORN OFF AND THE LEFT WING DAMAGED IN THE ACCIDENT.



Brief of Accident (Continued)

File No. - 587

5/19/83

KENAI, AK

A/C Reg. No. N7488W

Time (Lc1) - 1700 ADT

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

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. FLARE - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

5. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 559      5/27/83      KETCHIKAN, AK      A/C Reg. No. NONE      Time (Lcl) - 1530 EDT

-----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 - PERSONAL  
Flight Conducted Under - 14 CFR 103  
Accident Occurred During - TAKEOFF

Crew  
Pass

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

Make/Model - WASPAIR TOMCAT  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - CUYUNA 430  
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- UNK/NR  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

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 - UNK/NR  
Runway Status - UNK/NR

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 24  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	-	8	Last 24 Hrs -	1
Make/Model-	8		Last 30 Days-	1
Instrument-	0		Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT VIRTUALLY CALM WIND CONDITIONS EXISTED PRIOR TO TAKEOFF TO THE SOUTH, THE DIRECTION OF THE PREVAILING WINDS. AT ABOUT 25 FT AGL, THE ULTRALIGHT ENCOUNTERED A STRONG NORTHERLY (TAILWIND) GUST. THE ULTRALIGHT TUMBLED & STRUCK THE GROUND. THIS WAS THE PLT'S FIRST FLT SINCE RECOVERING FROM INJURIES SUSTAINED 3/20/83 IN A MISHAP INVOLVING AN ULTRALIGHT OF THE SAME MAKE & MODEL.

Brief of Accident (Continued)

File No. - 559

5/27/83

KETCHIKAN, AK

A/C Reg. No. NONE

Time (Lcl) - 1530 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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 IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

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

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

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. - 413      6/11/83      NOATAK,AK      A/C Reg. No. N731CN      Time (Lc1) - 1000 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	KOTZEBUE	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RED DOG
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 100
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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 19033
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 25	Last 24 Hrs - 4
	Aircraft Type - DC-3	Make/Model- 5
		Instrument- 1111
		Multi-Eng - 9123
		Last 30 Days- UNK/NR
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE RUNWAY AT THE MID-POINT IN A 30 DEGREE NOSE LOW ATTITUDE DURING TAKEOFF. ACCORDING TO THE PILOT THE TAKEOFF WAS STARTED AT THE NORTH END OF THE 5000 FOOT RUNWAY AND AFTER 500 FEET THE ACFT LIFTED OFF NORMALLY. THE PILOT THEN RELAXED THE BACK PRESSURE ON THE ELEVATOR TO ACCELERATE TO BEST CLIMB SPEED THE PILOT FURTHER STATED THAT AT THE MID-POINT OF THE RUNWAY THE ACFT BEGAN TO PITCH DOWN GENTLY SO HE APPLIED SOME NOSE UP TRIM BUT THE ACFT CONTINUED TO PITCH DOWN AND THE PILOT NOTICED THAT THE CONTROL STICK WOULD NOT MOVE ANY FARTHER AFT THAN THE NEUTRAL POSITION. THE ACFT CONTINUED TO PITCH DOWN UNTIL IT IMPACTED THE RUNWAY. AN INSPECTION OF THE ACFT REVEALED AN UNUSUAL AMOUNT OF TOOLS & PLYWOOD IN THE TAIL SECTION. NO ITEMS WERE FOUND LODGED SO AS TO INTERFER WITH THE FLT CONTROLS. ALL THE FLT CONTROLS HAD CONTINUITY BUT THE ELEVATOR CABLES HAD AN UNUSUAL AMOUNT OF SLACK BUT NOT ENOUGH TO MAKE THE ACFT UNCONTROLLABLE.

Brief of Accident (Continued)

File No. - 413

6/11/83

NOATAK,AK

A/C Reg. No. N731CN

Time (Lc1) - 1000 AST

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

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - BLOCKED(PARTIAL)
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - 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) 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. - 552      6/12/83      QUINHAGAK, AK      A/C Reg. No. N15400      Time (Lcl) - 2110 ADT

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-KIA5	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	- 4	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	TOGI AK, AK	QUINHAGAK
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 04
Lowest Sky/Clouds	- 4000 FT	- COMPANY(VFR)	Runway Lth/Wid
Lowest Ceiling	- 4000 FT OVERCAST	Type of Clearance	- 2900 -UNK/NR
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRAVEL
Condition of Light	- DAYLIGHT	- FORCED LANDING	Runway Status
			- DRY

-----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	- 1782
SE LAND, ME LAND	Months Since - 2	Make/Model	- 56
	Aircraft Type - C-185	Instrument	- 53
		Multi-Eng	- 82
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 50-70 FT AGL THE ENG QUIT. THE ACFT LANDED ABOUT 1,500 FT OFF THE END OF THE RWY. THE PLT STATED THE ACFT HAD BEEN REFUELED FROM 50 GAL DRUMS IMMEDIATELY PRIOR TO THE FLT. THE FUEL IN THE RIGHT TIP TANK CONTAINED ENOUGH WATER TO HAVE CAUSED ENG STOPPAGE. THE PLT ALSO STATED THAT WHEN HE REMOVED THE COVER FROM THE FUEL DISTRIBUTOR VALVE IT CONTAINED A LARGE QUANTITY OF WATER. THE PLT STATED THEY HAVE BEEN UNABLE TO OBTAIN THE PERMITS NECESSARY TO INSTALL UNDERGROUND FUEL STORAGE TANKS.

Brief of Accident (Continued)

File No. - 552

6/12/83

QUINHAGAK, AK

A/C Reg. No. N15400

Time (Lcl) - 2110 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
  2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY/OPERATOR MGMT
  3. FLUID, FUEL - WATER
- 

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

-----

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

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 405      6/17/83      (N) SKWENTNA,AK      A/C Reg. No. N3991Q      Time (Lcl) - 2130 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	3
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BIRCHWOOD,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE CREEK STP.,AK	LAKE CREEK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - CLEAR	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 500
SE LAND	Months Since - UNK/NR	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS GROUND LOOPED INTENTIONALLY TO PREVENT A COLLISION WITH PEOPLE OR BOATS. THE PILOT SAID HE HAD NO BRAKING ACTION DURING LANDING. HE BELIEVES SOMEONE LOOSENEED THE PLUGS IN THE BOTTOM OF BOTH BRAKE CYLINDERS AND THESE PLUGS DROPPED OUT IN FLIGHT. HE SAID BOTH PLUGS WERE IN PLACE DURING PREFLIGHT AND BRAKING WAS GOOD WHILE TAXING FOR TAKEOFF. THE TAPPED THREADS FOR THOSE PLUGS WERE CLEAN AND SHINY DURING POST-ACCIDENT EXAMINATION.



Brief of Accident (Continued)

File No. - 405

6/17/83

(N) SKWENTNA,AK

A/C Reg. No. N3991Q

Time (Lc1) - 2130 ADT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - DISCONNECTED
  2. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

4. GROUND LOOP/SWERVE - 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

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. - 447      6/19/83      BETTLES, AK      A/C Reg. No. N89410      Time (Lcl) - 1045 ADT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	CREVICE CREEK
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 15000 FT SCATTERED	Type of Flight Plan	- 13
Lowest Ceiling	- NONE	Type of Clearance	- 2250/ 20
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE
Precipitation	- NONE		Runway Surface
Condition of Light	- DAYLIGHT		- DIRT
			Runway Status
			- DRY

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

Pilot-In-Command	Age - 18	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 3	Make/Model-
	Aircraft Type	- CESSNA	Instrument-
			2
			97
			Last 24 Hrs
			- 1
			Last 30 Days-
			7
			Last 90 Days-
			17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING AN ABORTED TAKEOFF. THE ACFT WAS DAMAGED BUT THE OCCUPANTS WERE NOT INJURED. THE PILOT STATED THAT HE DECIDED TO TAKE OFF TO THE SOUTH SINCE THERE WAS NO WIND. THE ACCELERATION FOR TAKEOFF WAS SLOW ACCORDING TO THE PILOT SO HE CLOSED THE THROTTLE AND APPLIED HEAVY BRAKING IN AN ATTEMPT TO ABORT THE TAKEOFF. THE ACFT BOUNCED ON THE RUNWAY, AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 447

6/19/83

BETTLES, AK

A/C Reg. No. N89410

Time (Lcl) - 1045 ADT

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

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 448      6/26/83      FAIRBANKS, AK

A/C Reg. No. N3074A

Time (Lcl) - 1400 ADT

-----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 - CESSNA 170  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1670  
No. of Seats - 4

Eng Make/Model - CONTINENTAL 145  
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- 270/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

BLAIR LAKE  
Runway Ident - 27  
Runway Lth/Wid - 1200/ 30  
Runway Surface - DIRT  
Runway Status - DRY

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

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

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 170

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 64  
Make/Model- 64  
Instrument- 2  
Last 24 Hrs - 1  
Last 30 Days- 10  
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES ALONGSIDE THE RUNWAY DURING TAKEOFF. THE RUNWAY WAS A DIRT STRIP 1200 FEET LONG AND 30 FEET WIDE. THE PILOT STATED AFTER THE ACCIDENT THAT HE LOST CONTROL OF THE ACFT AND RAN OFF THE RUNWAY INTO THE WOODED AREA. THE WIND WAS FROM 270 DEGREES AT 5 KTS. THE PILOT OF THE ACFT AND HIS PASSENGER WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 448

6/26/83

FAIRBANKS, AK

A/C Reg. No. N3074A

Time (Lc1) - 1400 ADT

-----  
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            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - TREE(S)
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 486      6/26/83      SKWENTNA, AK      A/C Reg. No. N87822      Time (Lcl) - 1700 ADT

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

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

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

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	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	CHUGIAK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1130
SE LAND, SE SEA	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - J-3	Make/Model- 1076
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE APPROACHED THE RIVER ON FINAL AT 60 MPH IN A 5 DEGREE BANK TO FOLLOW THE CURVE OF THE WATER. WHEN HE DROPPED BELOW TREES AT ABOUT 50 FT AGL THE LEFT WING STALLED. HE ADDED FULL POWER AND LOWERED THE NOSE BUT THE LEFT WING HIT THE WATER.

Brief of Accident (Continued)

File No. - 486

6/26/83

SKWENTNA,AK

A/C Reg. No. N87822

Time (Lcl) - 1700 ADT

---

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

---

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 586      6/29/83      ANCHORAGE, AK      A/C Reg. No. N7731K      Time (Lc1) - 1810 ADT

-----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 180	Eng Make/Model	- CONTINENTAL O-470-S	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 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- 200/009 KTS Visibility - 35.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Lowest Ceiling - 6000 FT OVERCAST Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point ANCHORAGE, AK Destination ANCHORAGE, AK  <b>ATC/Airspace</b> Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - FULL STOP	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> ANCHORAGE Runway Ident - 24R Runway Lth/Wid - 10600/ 200 Runway Surface - ASPHALT Runway Status - DRY
---	---	--

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1050
SE LAND	Months Since - 16	Make/Model- 1050
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 9
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LOST DIRECTIONAL CONTROL POSSIBLY DUE TO A WINDSHEAR. JUST AT TOUCHDOWN HE SAID HE FELT THE WINDS WERE SQUIRRELY. LATE IN A TELEPHONE INTERVIEW HE STATED THAT HE WAS "TOO COMPLACENT AT THE WRONG TIME-SHOULD HAVE POSITIVE CONTROL ALL THE TIME." THE ACFT WAS DAMAGED ON THE RT. WING, RT. LANDING GEAR AND THE PROP.



Brief of Accident (Continued)

File No. - 586

6/29/83

ANCHORAGE, AK

A/C Reg. No. N7731K

Time (Lcl) - 1810 ADT

-----  
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        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

3. 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

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. - 406      7/04/83      ANCHORAGE, AK      A/C Reg. No. N2368M      Time (Lcl) - 1530 ADT

-----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	- PIPER PA-12	Eng Make/Model	- LYCOMING O-235-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1750	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- 180/010 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;">ANCHORAGE, AK</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	---	--

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 131
SE LAND	Months Since - 6	Make/Model- 131
	Aircraft Type - PA-12	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED WHILE MAKING A FORCED LANDING AFTER THE ENGINE STOPPED. THE PILOT SAID HE WAS AT 1200 FEET NEAR POINT MACKENZIE WHEN THE ENGINE STARTED RUNNING ROUGH. THE ENGINE STOPPED OPERATING A FEW SECONDS LATER. THE PILOT SAID HE HAD TROUBLE SWITCHING TANKS BECAUSE THE SELECTOR WAS IN A PLACE THAT WAS HARD TO SEE AND IT MADE HIM LOSE OUTSIDE REFERENCE. AFTER CHANGING TANKS THE ENGINE WOULD NOT RESTART. NO EVIDENCE WAS FOUND DURING EXAMINATION OF THE ENGINE THAT WOULD HAVE PREVENTED ANYTHING OTHER THAN NORMAL OPERATION.

Brief of Accident (Continued)

File No. - 406

7/04/83

ANCHORAGE, AK

A/C Reg. No. N2368M

Time (Lc1) - 1530 ADT

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

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

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

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

Finding(s)  
2. LANDING GEAR - OVERLOAD  
-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 571      3/13/83      JASPER,AL      A/C Reg. No. N6243M      Time (Lcl) - 1430 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BEVILL FIELD
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 143
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 143
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AS THE ACFT WAS TAXIING ON RWY 9 FOR A TAKEOFF ON RWY 27 THE LEFT MAIN GEAR DROPPED OFF THE RWY INTO SOFT TERRAIN. THE PLT ATTEMPTED TO TAXI BACK ONTO THE RWY BY TURNING THE NOSE GEAR TO GET A BETTER EDGE. NEVERTHELESS, BOTH THE NOSE & LEFT GEAR LEFT THE RWY & THE ACFT NOSED OVER ONTO ITS BACK. THE ARPT WAS UNDER CONSTRUCTION & HAD NOT YET BEEN COMPLETED.

Brief of Accident (Continued)

File No. - 571

3/13/83

JASPER,AL

A/C Reg. No. N6243M

Time (Lc1) - 1430 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 420      2/14/83      WENDEN, AZ      A/C Reg. No. N9645B      Time (Lc1) - 1845 MST

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MESA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALDER RANCH
Wind Dir/Speed- 350/020 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 7004
SE LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 77

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED OFF THE RUNWAY INTO A PLOWED AREA OF A PRIVATE AIRSTRIP DURING LANDING AND NOSED OVER. THE PRIVATE PILOT REPORTED THAT AS HE BEGAN TO FLARE THE ACFT FOR LANDING TO THE WEST A GUST OF WIND FROM THE NORTH CAUSED THE ACFT TO DRIFT SOUTHWARD. THE ACFT TOUCHED DOWN IN A PLOWED AREA ADJACENT TO THE AIRSTRIP AND NOSED OVER. THE PILOT REPORTED THE WINDS TO BE FROM THE NORTH AT 20 KTS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 42C

2/14/83

WENDEN, AZ

A/C Reg. No. N9645B

Time (Lcl) - 1845 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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. - 419      2/19/83      GRAND CANYON,AZ      A/C Reg. No. N6892J      Time (Lcl) - 1109 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER PA28-151  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D  
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- 320/012 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

GRAND CANYON  
Runway Ident - 03  
Runway Lth/Wid - 9000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

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

Total - 133	Last 24 Hrs - 2
Make/Model- 15	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BLOWN OFF THE RIGHT SIDE OF THE RUNWAY DURING THE FLARE FOR LANDING AND THE GEAR COLLAPSED AFTER LANDING. THE PILOT RECEIVED A WEATHER BRIEFING AND WIND WARNING. HE STATED THAT THE ACFT FLOATED ABOUT 2000 FEET DOWN THE RUNWAY AFTER HE FLARED BEFORE TOUCHING DOWN. AN ATTEMPTED GO-AROUND WAS UNSUCCESSFUL SO THE PILOT CHOPPED THE POWER TO LAND. THE LANDING WAS OFF THE RUNWAY AND THE LANDING GEAR COLLAPSED. THE WIND WAS FROM 320 DEGREES AT 12 KTS. GUSTING TO 20 KTS.



Brief of Accident (Continued)

File No. - 419

2/19/83

GRAND CANYON,AZ

A/C Reg. No. N6892J

Time (Lc1) - 1109 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

8. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
9. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 521      2/23/83      DOUGLAS,AZ      A/C Reg. No. N3591A      Time (Lcl) - 0900 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DOUGLAS,AZ	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	3 PEAKS
Basic Weather - VMC	ATC/Airspace	Runway Ident - 35
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 5280 -UNK/NR
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
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 - YES	Total - 9610
SE LAND,ME LAND	Months Since - 3	Make/Model- 3510
	Aircraft Type - UNK/NR	Instrument- 154
		Multi-Eng - 110
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING WHILE ON AN INSTRUCTIONAL FLIGHT. THE FLIGHT INSTRUCTOR STATED THAT THE BRAKES HAD RECENTLY BEEN SERVICED AND WHILE PRACTICING SHORT FIELD LANDINGS THE STUDENT PILOT HAD USED TOO MUCH BRAKE PRESSURE WHICH RESULTED IN THE ACFT NOSING OVER.

Brief of Accident (Continued)

File No. - 521

2/23/83

DOUGLAS, AZ

A/C Reg. No. N3591A

Time (Lc1) - 0900 MST

---

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - EXCESSIVE - DUAL STUDENT
  2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
  3. SUPERVISION - 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) 1,2,3.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 522      2/23/83      PEORIA, AZ

A/C Reg. No. N2912F

Time (Lcl) - 1840 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 - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 182J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

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

ELT Installed/Activated - YES/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 - 35.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GLENDALE  
Runway Ident - 17  
Runway Lth/Wid - 2400/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 885  
Make/Model- 885  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SIGN AND A WALL DURING AN ATTEMPTED GO-AROUND AFTER AN OVERRUN. THE PILOT WAS PRACTICING AND HAD MADE 2 SHORT FIELD LANDINGS ON THE 3RD APPROACH HE FORGOT TO LOWER FLAPS. HIS APPROACH WAS FAST AND LONG AND HE LANDED TOO FAR DOWN THE RUNWAY. HIS GO-AROUND WAS DELAYED. WHEN THE ACFT DEPARTED THE RUNWAYS DEPARTURE END DURING THE GO-AROUND THE ACFT FAILED TO CLEAR A SIGN AND COLLIDED WITH A WALL.

Brief of Accident (Continued)

File No. - 522

2/23/83

PEORIA, AZ

A/C Reg. No. N2912F

Time (Lcl) - 1840 MST

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

Finding(s)

1. CHECKLIST - NOT USED - PILOT IN COMMAND
  2. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  4. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

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

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) 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. - 523      2/24/83      CHANDLER,AZ      A/C Reg. No. N54121      Time (Lcl) - 1515 MST

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PHOENIX,AZ	
Method - N/A	Destination	Airport Data STELIAR
Completeness - N/A	SAME AS ACC/INC	Runway Ident - 17
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4000/ 75
Wind Dir/Speed- 190/017 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- BLOWING DUST		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 246
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 102
		Instrument- 34
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LEFT THE RUNWAY DURING LANDING AND ENTERED A PLOWED FIELD WHERE A WING MADE CONTACT WITH THE FURROWS. THE PILOT STATED THAT BECAUSE OF THE CROSSWIND HE USED ONLY 10 DEGREES OF FLAPS. A GUST OF WIND CAUGHT THE ACFT AS HE FLARED FOR LANDING AND PUSHED THE ACFT SIDEWAYS SO IT LANDED IN A CRAB. THE ACFT THEN SWERVED OFF THE RUNWAY INTO THE PLOWED AREA AND WAS DAMAGED BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 523

2/24/83

CHANDLER, AZ

A/C Reg. No. N54121

Time (Lc1) - 1515 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 524      3/18/83      SAN MANUEL, AZ      A/C Reg. No. N43958      Time (Lcl) - 0730 MST

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

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

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

Make/Model	- TAYLORCRAFT BC12D	Eng Make/Model	- CONTINENTAL A65-8	ELT Installed/Activated	- YES/YES
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	- 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	SAN MANUEL, AZ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 140/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 234
SE LAND	Months Since - 10	Make/Model	- 76
	Aircraft Type - UNK/NR	Instrument	- 7
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 17

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, SHE WAS FLYING ABOVE A CANYON AND NOTICED A LOSS OF ALTITUDE. THE BEST RATE OF CLIMB AIRSPEED, 60 MPH, FAILED TO PRODUCE ANY CLIMB, SO THE PILOT BEGAN TO CIRCLE TO GAIN ALTITUDE. "BEFORE COMPLETION OF THE FIRST CIRCLE THE PLANE LOST SUBSTANTIAL ALTITUDE AND BEGAN TO DIVE. BEING LOW AT THAT POINT, I FELT I HAD NO ALTERNATIVE BUT STEER BETWEEN TWO TREES."



Brief of Accident (Continued)

File No. - 524

3/18/83

SAN MANUEL, AZ

A/C Reg. No. N43958

Time (Lc1) - 0730 MST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. PERFORMANCE DATA - DISREGARDED - 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 493      4/24/83      CHANDLER, AZ      A/C Reg. No. N8269J      Time (Lcl) - 1445 MST

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

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

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

Make/Model - VARGA 2150A	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1817	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHANDLER
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3810/ 75
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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 431
SE LAND,ME LAND	Months Since - 4	Make/Model- 7
	Aircraft Type - AA5A	Instrument- 83
		Multi-Eng - 93
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 146

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, AFTER GAINING ABOUT 50-75 FT OF ALTITUDE A STRONG VERTICAL GUST WAS ENCOUNTERED WHICH INCREASED THE ACFT'S PITCH ATTITUDE TO A CRITICAL ANGLE WHEREUPON THE ACFT STALLED. RECOVERY WAS INCOMPLETE & THE ACFT IMPACTED THE TAXIWAY NORTH OF THE DEPARTURE RWY 22 IN A NEAR LEVEL FLIGHT ATTITUDE. BOTH THE PLT & THE REAR SEAT PAX/PLT STATED THAT THEIR CLIMB OUT ANGLE WAS NOT PARTICULARLY STEEP WHEN THE GUST, WHICH WAS PROBABLY A DUST DEVIL, WAS ENCOUNTERED.

Brief of Accident (Continued)

File No. - 493

4/24/83

CHANDLER, AZ

A/C Reg. No. N8269J

Time (Lcl) - 1445 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - GUSTS
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 488      5/20/83      TUCSON, AZ      A/C Reg. No. N8406M      Time (Lcl) - 1041 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model - CESSNA 150K	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-----

<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- 310/013 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</p> <p>CASA GRANDE, AZ</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 - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>RYAN</p> <p>Runway Ident - 24L</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	--

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Make/Model- 23
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BECAME MISALIGNED WITH THE RUNWAY DURING LANDING AND LANDED IN A CRAB WHICH COLLAPSED THE NOSE GEAR AND THE LEFT MAIN GEAR. THE PILOT STATED THAT HE GOT CAUGHT IN A DUST-DEVIL WHICH BLEW HIM SIDEWAYS. ACCORDING TO THE OPERATOR WHO WITNESSED THE ACCIDENT, A RIGHT CROSSWIND OF 8 TO 10 KTS EXISTED. THE REPORTED WIND AT TUCSON INTERNAT'L AIRPORT WHICH IS 12 MILES NORTHEAST OF THE ACCIDENT SITE, WAS 310 DEGREES AT 13 KTS. THE PILOT WAS COMPLETING THE LAST LEG OF A SOLO CROSS-COUNTRY FLIGHT.

Brief of Accident (Continued)

File No. - 488

5/20/83

TUCSON,AZ

A/C Reg. No. N8406M

Time (Lc1) - 1041 MST

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 - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 416      6/05/83      SHOW LOW,AZ      A/C Reg. No. N51255      Time (Lcl) - 2300 MST

-----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 1	0	0	0
Accident Occurred During -TAKEOFF					

-----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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TAYLOR,AZ	SHOW LOW
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 600/ 75
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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NØ 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 - 1
	Aircraft Type - N/A	Make/Model- 12
		Instrument- 0
		Last 30 Days- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING A NIGHT TAKEOFF AND COLLIDED WITH THE GROUND. THE WEATHER WAS VMC AND NO FLIGHT PLAN WAS FILED. NO ONE WITNESSED THE TAKEOFF AS THE AIRPORT WAS CLOSED. IT WAS A DARK NIGHT AND THE STUDENT PILOT HAD NO NIGHT FLYING EXPERIENCE. THE PILOT SAID THE ACFT WAS PERFORMING NORMALLY WITH NO PROBLEMS AND HE SIMPLY STALLED DURING THE TAKEOFF CLIMB. THE PILOT HAS NOT SUBMITTED A REPORT AND COULD NOT ACCOUNT FOR THE FEMALE PASSENGER WHO WAS FATALLY INJURED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 416

6/05/83

SHOW LOW, AZ

A/C Reg. No. N51255

Time (Lc1) - 2300 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 489      6/07/83      MESA,AZ      A/C Reg. No. N51684      Time (Lcl) - 0600 MST

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

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

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

Make/Model	- ENSTROM F28C	Eng Make/Model	- LYCOMING H10-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 205 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 100/010 KTS</p> <p>Visibility - 45.0 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;">LAS VEGAS,NM</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">FALCON FIELD</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>
--	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,ATP</p> <p style="padding-left: 20px;">SE LAND,ME LAND,ME SEA</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - B-204</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>- 4585</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 1</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 288</td> <td>Last 90 Days</td> <td>- 159</td> </tr> <tr> <td>Multi-Eng</td> <td>- 78</td> <td>Rotorcraft</td> <td>- 3334</td> </tr> </table>	Total	- 4585	Last 24 Hrs	- 3	Make/Model	- 1	Last 30 Days	- UNK/NR	Instrument	- 288	Last 90 Days	- 159	Multi-Eng	- 78	Rotorcraft	- 3334
Total	- 4585	Last 24 Hrs	- 3															
Make/Model	- 1	Last 30 Days	- UNK/NR															
Instrument	- 288	Last 90 Days	- 159															
Multi-Eng	- 78	Rotorcraft	- 3334															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD TAKEN OFF, WENT INTO A NORMAL HOVER, THEN TRAVELED ABOUT 200 FEET FOR A PATTERN CLIMB-OUT WHEN HE RADIOED THE TOWER THAT THE ACFT DID NOT FEEL RIGHT. THE ACFT STARTED TO FISHTAIL. THE PILOT TRIED TO AUTOROTATE BUT COULD NOT STOP THE RATE OF DESCENT. THE PILOT HAD ONLY ONE HOUR IN THIS MODEL. THE COMPANY WHO HAD JUST INSPECTED THE ACFT WANTED THE PILOT TO TAKE MORE DUAL INSTRUCTION BEFORE THIS FLIGHT, BUT THE PILOT WAS IN A HURRY AND DECLINED.



Brief of Accident (Continued)

File No. - 489

6/07/83

MESA,AZ

A/C Reg. No. N51684

Time (Lcl) - 0600 MST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    CLIMB

-----  
----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. - 417      1/01/83      ARROYO GRANDE, CA      A/C Reg. No. N84US      Time (Lcl) - 0925 PST

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

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

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

Make/Model - PICCARD AX-6	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1500	Engine Type - UNK/NR		
No. of Seats - UNK/NR	Rated Power - N/A		

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

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- 112/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 37
SE LAND	Months Since - 8	Last 24 Hrs - 1
FREE BALLOON	Aircraft Type - AX-6	Make/Model- 37
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE EXPERIENCED A DOWNDRAFT WHEN HE WAS ON AN APCH TO LAND NEAR POWER LINES, AND WAS FORCED TO "RIP OUT EARLY." THE BALLOON LANDED LANDED RELATIVELY HARD, BUT WAS NOT DAMAGED. HOWEVER, THE PLT'S LEGS WERE CROSSED WHEN THE BALLOON TOUCHED DOWN & ONE LEG BROKE.

Brief of Accident (Continued)

File No. - 417

1/01/83

ARROYO GRANDE, CA

A/C Reg. No. N84US

Time (Lc1) - 0925 PST

---

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - DOWNDRAFT
- 

----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. - 531      1/18/83      PALM SPRINGS, CA      A/C Reg. No. N5208S      Time (Lcl) - 1254 PST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 300 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	<b>Airport Data</b>
Basic Weather - VMC	GUYMAS, MX	PALM SPRINGS
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7001/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - VFR ON TOP	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 290
SE LAND	Months Since - UNK/NR	Make/Model- 290
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 52
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF AT THE END OF THE RUNWAY AFTER THE ENGINE LOST POWER. AFTER HE WAS CLEARED FOR TAKEOFF THE PILOT STARTED DOWN THE RUNWAY. AT THE RUNWAYS END ACCORDING TO A SURVIVING PASSENGER THE PILOT SAID WE ARE IN TROUBLE. HE CALLED THE TOWER TO SAY HE WAS HAVING A PROBLEM AND THEN DECLARED AN EMERGENCY. HE WAS CLEARED TO LAND ON RUNWAY OR TAXI STRIP. WITNESSES LOCATED ON THE GROUND INCLUDING THE SURVIVING WITNESS REPORTED THAT IT APPEARED THE AIRCRAFT STALLED DURING A RIGHT TURN BACK TO THE AIRPORT. POST CRASH INSPECTION DID NOT REVEAL ANY MALFUNCTION OF THE ENGINE OR ANY OF ITS ASSOCIATED COMPONENTS.

Brief of Accident (Continued)

File No. - 531

1/18/83

PALM SPRINGS, CA

A/C Reg. No. N5208S

Time (Lc1) - 1254 PST

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

Finding(s)

1. UNDETERMINED

-----  
Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND
3. AIRSPEED(VS) - 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. - 487      1/28/83      OCOTILLO WELLS, CA      A/C Reg. No. N210DK      Time (Lcl) - 0430 PST

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

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

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

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
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	ESCONDIDO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 18000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 8800
SE LAND, ME LAND	Months Since - 1	Make/Model - 200
	Aircraft Type - UNK/NR	Instrument - 900
		Multi-Eng - 8000
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A NIGHT SIGHTSEEING FLIGHT WHEN THE ENGINE QUIT. THE FUEL SELECTOR WAS ON THE LEFT TANK AND THE LEFT TANK WAS EMPTY. THE PILOT SWITCHED TANKS BUT THE ENGINE DID NOT RESTART. THE ACFT IMPACTED THE DESERT IN A SKID WITH LEFT WING LOW. POST ACCIDENT EXAMINATION SHOWED NO FUEL IN LEFT TANK AND ABOUT 2 INCHES OF FUEL IN RIGHT TANK.

Brief of Accident (Continued)

File No. - 487

1/28/83

OCOTILLO WELLS,CA

A/C Reg. No. N210DK

Time (Lcl) - 0430 PST

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

Finding(s)

1. FLUID,FUEL - STARVATION
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
- 

-----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. - 418      1/30/83      LAKE WOHLFORD, CA      A/C Reg. No. N5170K      Time (Lcl) - 1330 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	-TAKEOFF		Pass 0	0	0	3

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
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 AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	CARLSBAD, CA	LAKE WOHLFORD	
Wind Dir/Speed	- 290/007 KTS		Runway Ident	- 21
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 1500/ 100
Lowest Sky/Clouds	- 3500 FT SCATTERED	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 - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 121	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model - 40	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 46

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RUNWAY DURING AN ABORTED TAKEOFF AND NOSED OVER. THE PILOT STARTED A TAKEOFF ON A 1500 FOOT DRY RUNWAY. AFTER ABOUT 1000 FEET OF RUNWAY HAD BEEN USED THE PILOT DECIDED TO ABORT THE TAKEOFF. BRAKES WERE APPLIED AND THE ACFT SKIDDED 350 FEET ON ASPHALT, RAN THROUGH A LARGE PUDDLE OF WATER AND SKIDDED ANOTHER 145 FEET ON DIRT RUNWAY. AT THE RUNWAYS END THE ACFT WAS MOVING SLOWLY AS IT STARTED DOWN AN INCLINE. DURING THIS TIME THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 418

1/30/83

LAKE WOHLFORD, CA

A/C Reg. No. N5170K

Time (Lcl) - 1330 PST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WET
  2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - 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. - 490      2/04/83      NAPA, CA      A/C Reg. No. N9907M      Time (Lcl) - 1340 PST

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

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

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

Make/Model - 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	OFF AIRPORT/STRIP
Method - N/A	OAKLAND, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NAPA COUNTY
Wind Dir/Speed- 080/006 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5007/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - DIRT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FORCED LANDING	
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 - 1268
SE LAND	Months Since - 4	Make/Model- 945
	Aircraft Type - C-182	Instrument- 72
		Multi-Eng - 8
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER, WHO WAS THE OWNER OF THE ACFT, PREFLIGHTED THE ACFT & STATED THE FUEL TANKS WERE OVER HALF FULL. THE PLT ALSO NOTED THAT BOTH FUEL GAUGES READ OVER HALF FULL. THE FLT DEPARTED OAKLAND AT 1310. ABOUT 10 MI FROM NAPA THE PLT BRIEFLY APPLIED CARB HEAT AT 2,500 FT. ABOUT 2 MIN LATER HE REAPPLIED CARB HEAT, REDUCED POWER TO 15 INCHES & DESCENDED TO PATTERN ALTITUDE. AT 1340, WHILE ON SHORT FINAL, THE PLT ATTEMPTED TO ADD POWER BUT THE ENG FAILED TO RESPOND. THE ACFT MADE A FORCED LANDING IN A SOFT DIRT FIELD WITHIN 1 MILE OF THE RWY. THE ACFT WAS NOT RECOVERED FROM THE ACCIDENT SITE UNTIL 5 OR 6 WEEKS AFTER THE ACCIDENT. NO FUEL WAS FOUND IN THE LEFT TANK & ABOUT 4 GALS WAS DRAINED FROM THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 490

2/04/83

NAPA, CA

A/C Reg. No. N9907M

Time (Lcl) - 1340 PST

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

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. - 471      2/05/83      FAIR OAKS, CA      A/C Reg. No. N6694P      Time (Lc1) - 2350 PST

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

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

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

Make/Model - PIPER PA-24	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - VRS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	VACAVILLE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PHOENIX FIELD
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2590/ 40
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 27
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE APPROACHED RUNWAY 18 AT 70-80 MPH AND AFTER TOUCHDOWN HE PULLED THE HAND BRAKE. THE ACFT SPUN RIGHT 45 DEGREES AND SKIDDED OFF THE RUNWAY. HE SAID IT FELT LIKE THE RIGHT BRAKE GRABBED HARD. THE ACFT CAME TO A STOP ABOUT 25 FEET FROM THE RUNWAY AFTER A VASI INSTALLATION HAD BEEN STRUCK DURING THE EXCURSION.

Brief of Accident (Continued)

File No. - 471

2/05/83

FAIR OAKS, CA

A/C Reg. No. N6694P

Time (Lcl) - 2350 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
- 

-----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. - 432      2/17/83      PLEASANTON, CA      A/C Reg. No. N2565V      Time (Lcl) - 1735 PST

-----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 170	Eng Make/Model - CONTINENTAL C-145	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAYWARD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LIVERMORE, CA	Runway Ident - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 513
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 6
		Multi-Eng - 28
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A STREET CURB DURING AN OFF AIRPORT FORCED LANDING. THE PILOT STATED THAT DURING CLIMB-OUT AT 3000 FEET THE ENGINE RPM BEGAN TO DECREASE. HE USED CARBURETOR HEAT AS THE ENGINE LOST POWER TO 1000 RPM. HE ALSO SWITCHED TANKS FROM BOTH TO LEFT AND RIGHT TANK SELECTIONS WITH NO SUCCESS. WHEN HE PUMPED THE THROTTLE THE RPM INCREASED MOMENTARILY BUT THEN THE ENGINE QUIT OPERATING. HE MADE A FORCED LANDING IN A NEW BUSINESS PARK CONSTRUCTION AREA. EXAMINATION OF THE ENGINE BY THE OPERATOR AND INSURANCE REPRESENTATIVE REVEALED NO MECHANICAL FAILURES.

Brief of Accident (Continued)

File No. - 432

2/17/83

PLEASANTON, CA

A/C Reg. No. N2565V

Time (Lcl) - 1735 PST

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

-----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. - 422      2/19/83      RUBIDOUX, CA      A/C Reg. No. N8347X      Time (Lcl) - 1100 PST

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

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

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

Make/Model - CESSNA 172C	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 - 2100	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	THERMAL, CA	FLA-BOB
Wind Dir/Speed- 360/020 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 65.0 SM	Type of Flight Plan - NONE	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 - 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 - 260	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 5	Make/Model- 67	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 5	Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ALONGSIDE THE RUNWAY DURING TAKEOFF IN WINDY CONDITIONS. WITNESSES OBSERVED THE ACFT STAGGER INTO THE AIR AT SLOW AIRSPEED FROM A GRASS RUNWAY INTO A 20-30 KTS SANTA ANA WIND OUT OF THE NORTH. THE PILOT STATED THAT HE ATTEMPTED A SOFT FIELD TAKEOFF WITH 20 DEGREES OF FLAPS. AT 30 OR 40 FT AGL HE FELT THAT HE HAD HIT A WINDSHEAR OR A DOWNDRAFT. HE APPLIED LEFT RUDDER TO AVOID HANGARS ON THE RIGHT. THE ACFT HIT THE LEFT WING TIP AND NOSE AT THE SIDE OF THE RUNWAY.



Brief of Accident (Continued)

File No. - 422

2/19/83

RUBIDOUX, CA

A/C Reg. No. N8347X

Time (Lcl) - 1100 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. AIRSPEED - BELOW - 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) 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. - 424      2/19/83      BERMUDA DUNES,CA      A/C Reg. No. N138X      Time (Lcl) - 1425 PST

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

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

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

Make/Model - MIDGET MUSTANG I	Eng Make/Model - LYCOMING 11	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 - UNK/NR	
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	OFF AIRPORT/STRIP
Method - N/A	CORONA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BERMUDA
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2646
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - 150	Make/Model- 25
		Instrument- 58
		Multi-Eng - 221
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ON A ROAD NEAR THE ACTIVE RUNWAY WHILE MAKING A GO-AROUND TO AVOID AN ACFT WHICH TAXIED ON THE RUNWAY AS HE APPROACHED. AT ABOUT 400 FEET AGL ON FINAL APPROACH THE PILOT OF THE ACCIDENT ACFT REALIZED A SAFE LANDING WAS NOT POSSIBLE. HE STALLED HIS ACFT ADDED POWER AND REGAINED SOME CONTROL BUT CONTINUED TO DESCEND. HE THEN TURNED TO THE LEFT AND LANDED ON A STREET.

Brief of Accident (Continued)

File No. - 424

2/19/83

BERMUDA DUNES, CA

A/C Reg. No. N138X

Time (Lcl) - 1425 PST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT OF OTHER AIRCRAFT
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. AIRSPEED - BELOW - PILOT IN COMMAND
  4. GO-AROUND - POOR - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

6. FLARE - MISJUDGED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 475      2/19/83      ANTIOCH, CA      A/C Reg. No. N4611L      Time (Lcl) - 1420 PST

-----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
			2		0

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

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	CONCORD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANTIOCH, CA	Runway Ident - N/A
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 341
SE LAND	Months Since - 19	Make/Model- 253
	Aircraft Type - UNK/NR	Instrument- 12
		Multi-Eng - 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE LEFT SEAT PILOT THE ENGINE SPUTTERED AT 2200 RPM AND QUIT. THERE WERE WIRES OBSTRUCTING THE FIELD SELECTED FOR LANDING. THE ACFT WENT UNDER MOST OF THEM BUT CLIPPED ONE SERVICE ELECTRIC LINE. THE ACFT LANDED & ROLLED ABOUT 75 FEET BEFORE NOSING OVER IN THE MUD. THE TEMPERATURE WAS 65 DEGREES F. SEVERAL INCIDENTS OF CARBURETOR ICING WERE REPORTED TO FLT SERVICE ON THIS DAY.

Brief of Accident (Continued)

File No. - 475

2/19/83

ANTIOCH, CA

A/C Reg. No. N4611L

Time (Lcl) - 1420 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. FUEL SYSTEM, CARBURETOR - ICE
  3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 474      2/20/83      MERCED, CA      A/C Reg. No. N88CP      Time (Lcl) - 1655 PST

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

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

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

Make/Model - BELL 47G3B-2	Eng Make/Model - LYCOMING TVO-435-61A	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 - 3	Rated Power - 280 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- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12000
SE LAND	Months Since - 17	Make/Model- 550
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 550
		Multi-Eng - 150
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 650

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ENG LOST POWER AT ABOUT 20 FT AGL FOR UNDETERMINED REASONS.

Brief of Accident (Continued)

File No. - 474

2/20/83

MERCED, CA

A/C Reg. No. N88CP

Time (Lc1) - 1655 PST

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

Finding(s)

1. UNDETERMINED  
-----

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

-----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. - 519      2/22/83      CORONA, CA      A/C Reg. No. N89048      Time (Lc1) - 1114 PST

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

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

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

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

<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 - 3.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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;">CORONA</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3200/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate -</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 39</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 39</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 38</td> </tr> </table>	Total - 39	Last 24 Hrs - 3	Make/Model- 39	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 38
Total - 39	Last 24 Hrs - 3							
Make/Model- 39	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 38							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED HARD TWICE AND ON THE 2ND TOUCHDOWN THE NOSE GEAR COLLAPSED. THE 1ST LANDING HAD BEEN NOSE GEAR 1ST, FOLLOWED BY A GO-AROUND AND THE GEAR APPEARED BENT. ON THE SECOND LANDING THE NOSE GEAR AGAIN HIT FIRST AND THIS TIME IT COLLAPSED. THIS WAS THE 2ND SOLO FLT FOR THIS STUDENT PILOT IN HIS 39 HOURS OF FLYING. THE TRAINING SCHOOL RECOMMENDED THAT FIRST TIME SOLO STUDENTS TAKE A PRE-SOLO CHECK RIDE FOR AN ADDED OVERVIEW OF THEIR PROFICIENCY.



Brief of Accident (Continued)

File No. - 519

2/22/83

CORONA, CA

A/C Reg. No. N89048

Time (Lcl) - 1114 PST

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

Finding(s)

1. WEATHER CONDITION - HAZE
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. GO-AROUND - PERFORMED - PILOT IN COMMAND
  5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

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

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) 2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 520      2/22/83      MENDOTA, CA      A/C Reg. No. N8679H      Time (Lcl) - 1100 PST

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

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

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

Make/Model	- GRUMMAN G164A	Eng Make/Model	- P & W 1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
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	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- IMC	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	- 150/005 KTS		- N/A
Visibility	- .750 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 200 FT	Type of Flight Plan	- N/A
Lowest Ceiling	- 200 FT OBSCURED	Type of Clearance	- N/A
Obstructions to Vision	- FDG	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 20800	Last 24 Hrs - 8
SE LAND, ME LAND	Months Since - 15	Make/Model - 5000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 45
		Multi-Eng - 425	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES AND CRASHED DURING AND AERIAL APPLICATION FLIGHT. THE ACFT STALLED AFTER HITTING THE WIRES WITH THE LEFT WING AND WAS OUT OF CONTROL WHEN IT HIT THE GROUND AND NOSED OVER. THE PILOT SAID HE HAD 3 MILES VISIBILITY. HE WAS ALSO FAMILAR WITH THE FIELD AND ITS ENVIRONMENT. WEATHER OBSERVATION FROM FRESNO, LOCATED 32 MILES EAST.

Brief of Accident (Continued)

File No. - 520

2/22/83

MENDOTA, CA

A/C Reg. No. N8679H

Time (Lc1) - 1100 PST

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

Finding(s)

1. OBJECT - WIRE, STATIC
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - HAZE
  4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
- 

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

-----

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

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 467      3/26/83      ESCONDIDO, CA      A/C Reg. No. N68127      Time (Lcl) - 1420 PST

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

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

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

Make/Model	- WARE TEENIE TWO	Eng Make/Model	- VOLKSWAGON 1835	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAN DIEGO, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHINO, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 326
SE LAND	Months Since - 12	Make/Model- 68
	Aircraft Type - UNK/NR	Instrument- 62
		Multi-Eng - 4
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER WHILE CRUISING AT 3000 FEET. THE PILOT DETERMINED THAT THE ENGINE POWER LOSS WAS DUE TO A RESTRICTED FUEL LINE JUST AHEAD OF THE GASCOLATOR. A RESTRICTION OF THE INLET PORT OF THE GASCOLATOR RESULTED FROM ELECTROLYTIC CORROSION OF A STEEL PLUG IN THE AUXILIARY INLET PORT IN THE ALUMINUM HOUSING OF THE GASCOLATOR. THE CORROSION BUILDUP APPARENTLY BECAME DISLODGED CLOGGING THE ADJACENT PORT. THE PILOT/BUILDER RECOMMENDED CAUTION IN THE USE OF DISSIMILAR METALS IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 467

3/26/83

ESCONDIDO, CA

A/C Reg. No. N68127

Time (Lc1) - 1420 PST

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

Finding(s)

1. FUEL SYSTEM, STRAINER - CORRODED
  2. FUEL SYSTEM, STRAINER - BLOCKED(PARTIAL)
  3. FLUID, FUEL - STARVATION
- 

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

-----

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

Finding(s)

4. TERRAIN CONDITION - 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. - 425      3/31/83      CHINO, CA      A/C Reg. No. N595H      Time (Lcl) - 1517 PST

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

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

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

Make/Model - ENSTROM F-28C	Eng Make/Model - LYCOMING HIO-360-E1AD	ELT Installed/Activated - NO -N/A
Landing Gear - HIGH SKI	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHINO
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6200/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LNDG	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 624
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 46
		Rotorcraft - 46

Instrument Rating(s) - NONE

-----Narrative-----

THE RATED AIRPLANE PLT WAS ENDORSED FOR LOCAL SOLO FLTS IN THE HELICOPTER & WAS PRACTICING AUTOROTATIVE LANDINGS. HE STATED THAT DURING A LANDING, HE FLARED LATE & ALLOWED THE TAIL & TAIL ROTOR TO IMPACT THE RWY.

Brief of Accident (Continued)

File No. - 425

3/31/83

CHINO, CA

A/C Reg. No. N595H

Time (Lcl) - 1517 PST

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 495      4/06/83      CORONA, CA      A/C Reg. No. N7243S      Time (Lc1) - 2130 PST

-----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	-LANDING		Pass 0	0	0	0

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

Make/Model	- CESSNA 150H	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-----

<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- 230/007 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CHINO, CA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CORONA MUNI</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3200/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI,FLT ENG</p> <p>SE LAND,ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3400</p> <p>Make/Model- 0</p> <p>Instrument- 462</p> <p>Multi-Eng - 1200</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 23</p>
---	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING THE LANDING ROLL WHILE BEING USED ON A DUAL INSTRUCTIONAL FLIGHT. THE INSTRUCTOR WAS DEMONSTRATING NIGHT LANDING TECHNIQUE TO HER STUDENT. DURING THE LAST LANDING DIRECTIONAL CONTROL WAS LOST WHEN THE NOSE GEAR TOUCHED DOWN. THE ACFT SKIDDED TO THE LEFT OFF THE RUNWAY. THEN THE NOSE GEAR DUG INTO THE SOFT DIRT THE ACFT NOSED OVER. LATER EXAMINATION OF THE NOSE GEAR ASSEMBLY REVEALED THAT THE COTTER PIN AND NUT (CESSNA PART # MS24665-134 AND AN 310-5) WHICH SECURE THE NOSE GEAR BOLT THROUGH THE AXLE TUBE WERE MISSING. THE BOLT WAS PARTIALLY INSERTED IN THE AXLE TUBE AND THE TIRE WAS PRESSED AGAINST THE INSIDE OF THE NOSE GEAR FORK. THE INSTRUCTOR SAID HER HUSBAND CHANGED THE NOSE GEAR TIRE ABOUT 1 MONTH BEFORE THE ACCIDENT.



Brief of Accident (Continued)

File No. - 495

4/06/83

CORONA, CA

A/C Reg. No. N7243S

Time (Lcl) - 2130 PST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - JAMMED
  2. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER PERSON
  3. DIRECTIONAL CONTROL - NOT POSSIBLE - DUAL STUDENT
  4. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
  5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

6. TERRAIN CONDITION - SOFT
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

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

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

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. - 494      4/10/83      RED BLUFF, CA      A/C Reg. No. N82GW      Time (Lcl) - 1311 PST

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

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

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

Make/Model - WALSTON THORP T-18	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1320	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	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	RED BLUFF MUNI
Wind Dir/Speed- 010/003 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 85.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1400
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 4
		Instrument- 26
		Last 30 Days- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN A DITCH AFTER LEAVING THE RUNWAY DURING LANDING. THE PILOT HAD MADE 3 LANDINGS AND WAS CONCLUDING HIS FLIGHT WHEN HE MISJUDGED HIS TURN TO EXIT THE RUNWAY AND LOST CONTROL OF THE ACFT. THE ACFT WENT OFF THE PAVED SURFACE ROLLED INTO A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 494

4/10/83

RED BLUFF, CA

A/C Reg. No. N82GW

Time (Lc1) - 1311 PST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 470      5/02/83      YREKE,CA      A/C Reg. No. N3881D      Time (Lcl) - 1050 PDT

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

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

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

Make/Model	- RIETMAN WIDGET	Eng Make/Model	- FRANKLIN 2A120B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 850	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 685
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - C-182	Make/Model- 7
		Last 30 Days- 7
		Instrument- 14
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE ACFT WAS OBSERVED TO CLIMB TO ABOUT 7,000-8,000 FT MSL & ENTER A SLOW FLAT SPIN. 8 TURNS WERE COUNTED & THE ACFT DID NOT RECOVER. THE PLT BAILED OUT OF THE ACFT AT ABOUT 500-600 FT BUT THE PARACHUTE DID NOT HAVE TIME TO FULLY DEPLOY. THE RIGHT HORIZONTAL STABILIZER & ELEVATOR HAD BROKEN LOOSE & ONLY FABRIC HELD IT TO THE EMPENNAGE. BOTH THE FORWARD & REAR SPARS WERE BROKEN AT A POINT WHERE THE ATTACHING BOLTS GO THROUGH THE SPARS. THE FORWARD SPAR WAS 1/2 INCH THICK & DRILLED WITH A 1/4 INCH DRILL TO ACCOMMODATE THE 1/4 INCH MOUNTING BOLT. THE HOLE WAS NOT CENTERED IN THE SPAR & THE HOLE HAD RUN OUT THE SIDE OF THE SPAR. THE REAR SPAR WAS 1 INCH THICK & THE 1/4 INCH HOLE WAS ALSO DRILLED OFF-CENTER.

Brief of Accident (Continued)

File No. - 470

5/02/83

YREKE,CA

A/C Reg. No. N3881D

Time (Lc1) - 1050 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. HORIZONTAL STABILIZER ATTACHMENT - IMPROPER
  3. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
  - .. HORIZONTAL STABILIZER ATTACHMENT - FAILURE,TOTAL
- 

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

Finding(s)

5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
- 

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

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 431      5/04/83      LONE PINE, CA      A/C Reg. No. N38607      Time (Lcl) - 0950 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	1
Accident Occurred During -LANDING			0	0	2
					None
					0

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	ON AIRSTRIP
Method - TELEPHONE	BISHOP, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SALINE VALLEY, CA	SALINE VALLEY
Wind Dir/Speed- 170/018 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 25
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - DIRT
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 - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 582
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 210
		Last 90 Days- 51
		Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE RUNWAY AND COLLIDED WITH A DITCH DURING LANDING. THE RUNWAY BEING USED WAS A PORTION OF AN UNUSED DIRT ROAD WHICH HAS NO SERVICE FACILITIES OR WIND INDICATORS. THE PILOT MADE TWO PASSES OVER THE AREA AND IN HIS STATEMENT HE SAID HE MISCALCULATED THE WIND AND TOUCHED DOWN TOO LATE TO ACCOMPLISH A LANDING WITHIN THE RUNWAY LENGTH. ACCORDING TO THE INYO COUNTY SHERIFF'S OFFICE, THIS PORTION OF ROAD HAS BEEN HISTORICALLY USED AS A RUNWAY AT WARM SPRINGS.

Brief of Accident (Continued)

File No. - 431

5/04/83

LONE PINE, CA

A/C Reg. No. N38607

Time (Lcl) - 0950 PDT

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

Finding(s)

1. WIND INFORMATION - NOT RECEIVED - PILOT IN COMMAND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            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) 1,2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 440      5/04/83      HESPERIA, CA      A/C Reg. No. N4624T      Time (Lcl) - 1605 PDT

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

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

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

Make/Model - MAULE M4-210	Eng Make/Model - CONTINENTAL IO-360A	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 - 210 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	RIALTO, CA	HESPERIA AIR LODGE
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3750/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	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 - 1240
SE LAND	Months Since - 26	Make/Model- 131
	Aircraft Type - 150	Instrument- 105
		Multi-Eng - 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING OFF THE RUNWAY ON AN AIRPORT DURING A FORCED LANDING. ACCORDING TO THE PILOT THE ACFT HAD JUST COME OUT OF ANNUAL INSPECTION AND IT WAS NOTED THAT THE FUEL SELECTOR VALVE HANDLE WAS BROKEN. A NEW VALVE WAS ORDERED AND A TEMPORARY HANDLE WAS PUT ON THE VALVE. DURING A RUN IN FLT ON MAY 3 THE ENGINE QUIT BUT THE PILOT WAS ABLE TO LAND ON AN AIRPORT. THE PILOT CALLED HIS MECHANIC TO BRING FUEL AND THEY ADDED 5 GALLONS TO THE RIGHT TANK. THE PILOT WAS CONVINCED BY THE MECHANIC TO WAIT BEFORE FERRY OF THE ACFT WAS TO BE ACCOMPLISHED. THE PILOT CAME BACK THE NEXT DAY WITH 10 GALS OF FUEL AND STILL NOT KNOWING WHICH TANK THE SELECTOR WAS ON PUT 5 GALS IN EACH TANK. THIS MADE 10 GALS IN RT TANK AND 5 GALS IN THE LEFT. THE PILOT TOOK OFF AFTER CHECKING THE ENGINE AND 3 MINUTES LATER THE ENGINE QUIT. HE WAS ABLE TO LAND ADJACENT TO THE RUNWAY WHERE THE GEAR COLLAPSED. INVESTIGATION REVEALED THE SELECTOR WAS ON LEFT TANK. ONE AND ONE HALF GALS IN EACH TANK WAS UNUSABLE. THERE WAS ONLY A TRACE IN THE LEFT TANK AND APPROX 7 GALS IN THE RIGHT.



Brief of Accident (Continued)

File No. - 440

5/04/83

HESPERIA, CA

A/C Reg. No. N4624T

Time (Lc1) - 1605 PDT

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - IMPROPER
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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)

6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 435      5/14/83      MAXWELL,CA      A/C Reg. No. N2115R      Time (Lcl) - 1810 PDT

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

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

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

Make/Model      - PIPER PA-28-161	Eng Make/Model - LYCOMING O-360-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-----

<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	COLUSA,CA	
Completeness      - N/A	Destination	<b>Airport Data</b>
Basic Weather      - VMC	SAME AS ACC/INC	BELL STRIP
Wind Dir/Speed- 320/011 KTS	ATC/Airspace	Runway Ident      - 36
Visibility      - 85.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 3000/ 55
Lowest Sky/Clouds      - 17000 FT SCATTERED	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 - 36	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      - 5	Make/Model- 375
	Aircraft Type - PA 28	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED MUSTARD GRASS ALONGSIDE THE AIRSTRIP AND SWERVED OFF TO THE RIGHT COLLAPSING THE NOSE GEAR. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THE PILOT STATED THAT HE TOUCHED DOWN IN THE MIDDLE OF THE 55 FT WIDE STRIP. IN SPIKE OF THIS SOMEHOW HIS RIGHT WING TIP CAUGHT IN THE HIGH MUSTARD WEEDS AND THE ACFT WENT INTO A SIDEWAYS SKID. THE NOSE GEAR HIT A SMALL EMBANKMENT AND COLLAPSED. THE PROPELLER WAS BENT AND THE COWLING DAMAGED. THE ACTIVE RUNWAY WAS 36 AND THE WIND WAS FROM 320 DEGREES AT 11 KTS.

Brief of Accident (Continued)

File No. - 435

5/14/83

MAXWELL,CA

A/C Reg. No. N2115R

Time (Lc1) - 1810 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
  4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

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

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

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. - 428      5/15/83      SEAL BEACH,CA      A/C Reg. No. N29962      Time (Lcl) - 1339 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 - WACO UPF7	Eng Make/Model - CONTINENTAL W670-5A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	HUNTINGTON BCH.,GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2590
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 120
		Multi-Eng - 90
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED ON A BEACH HIGHWAY AFTER THE ENGINE QUIT AT 800 FEET MSL. THE ACFT DAMAGE DURING THE LANDING WAS LIMITED TO A BROKEN LANDING STRUT, BENT PROPELLER BLADE AND FRACTURED FRONT AND REAR SPARS OF THE RIGHT WING. THE FLIGHT WAS A SCENIC EXCURSION BY THE PILOT WITH ONE PASSENGER. AFTER THE LANDING THE SIGHT GAUGES READ EMPTY FOR THE LEFT TANK AND LESS THAN ONE QUARTER FOR THE RIGHT FUEL TANK. THE FUEL CAPS WERE FOUND TO BE INSTALLED BACKWARDS WHICH WOULD CAUSE NEGATIVE PRESSURE ON THE TANKS. THE PILOT STATED HE WAS FLYING WITH THE FUEL TANK SELECTOR ON BOTH WHEN THE ENGINE QUIT. HE SAID HE TRIED ALL POSITIONS FOR RESTART WITH NO SUCCESS.

Brief of Accident (Continued)

File No. - 428

5/15/83

SEAL BEACH, CA

A/C Reg. No. N29962

Time (Lc1) - 1339 PDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FUEL SYSTEM, CAP - INCORRECT
- 

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

-----

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

Finding(s)

4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND.
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 407      5/20/83      RIVERSIDE, CA

A/C Reg. No. N5547B

Time (Lcl) - 0030 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	1

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

Fire  
NONE

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

Make/Model - CESSNA 182  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

FLA-B0B  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

ATC/Airspace

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

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

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

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

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

Total	-	108	Last 24 Hrs -	3
Make/Model-	20		Last 30 Days-	UNK/NR
Instrument-	2		Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A HANGAR AFTER BEING HAND PROPPED WITHOUT A QUALIFIED PERSON IN THE COCKPIT. THE ACFT HAD BEEN BORROWED AND WAS KNOWN TO HAVE A LOW BATTERY. THE PILOT DID A START BY HAND PROPPING THE ACFT WITH A NON-PILOT IN THE RIGHT FRONT SEAT. BEFORE THE PILOT COULD GET INTO THE ACFT AND REACH THE CONTROLS IT HAD ROLLED FORWARD AND COLLIDED WITH THE HANGAR.

Brief of Accident (Continued)

File No. - 407

5/20/83

RIVERSIDE, CA

A/C Reg. No. N5547B

Time (Lcl) - 0030 PDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      STANDING - STARTING ENGINE(S)

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
  2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)
- 

----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. - 446      6/17/83      THERMAL,CA      A/C Reg. No. N116HA      Time (Lc1) - 0700 PDT

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

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

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 2	Rated Power - 305 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 7990
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 4800
		Instrument- 78
		Multi-Eng - 1100
		Last 30 Days- UNK/NR
		Last 90 Days- 171
		Rotorcraft - 5820

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TRUCK WHILE ATTEMPTING TO LAND ON THE LOADING POOL OF THE TRUCK BEING USED FOR REFUELING PURPOSES. THE PILOT OF THE HELICOPTER STATED THAT WHEN ABOUT 6 INCHES FROM TOUCHDOWN HE FELT SOMETHING FUNNY AND SINCE THE REFUELING MAN WAS STANDING OF THE PLATFORM CLOSE TO THE HELICOPTER HE ELECTED TO LAND ON THE GROUND. IN MANEUVERING THE ACFT THE TAIL BOOM HIT THE TRUCK BED, THE PILOT LOST CONTROL AND THE ACFT ROLLED OVER ON ITS RIGHT SIDE. THERE WAS NO FIRE AND ONLY ONE MINOR INJURY.



Brief of Accident (Continued)

File No. - 446

6/17/83

THERMAL,CA

A/C Reg. No. N116HA

Time (Lc1) - 0700 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - VEHICLE
2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 408      6/17/83      COLUMBIA, CA      A/C Reg. No. N23347      Time (Lcl) - 1555 PDT

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

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

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

Make/Model      - CESSNA 150H	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      - 2300	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 100 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- 290/012 KTS Visibility        - 100.0    SM Lowest Sky/Clouds - CLEAR Lowest Ceiling    - NONE Obstructions to Vision- NONE Precipitation     - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point FAIR OAKS, CA 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> COLUMBIA Runway Ident      - 35 Runway Lth/Wid    - 4060/    75 Runway Surface    - GRASS/TURF Runway Status     - DRY
--	---	--

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

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 31 Biennial Flight Review Current           - N/A Months Since      - N/A Aircraft Type      - N/A	Medical Certificate - EXPIRED Flight Time (Hours) Total              - 80 Make/Model-       80 Instrument-        0 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 2
---	--	---

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED INTO THE TOP OF A LARGE OAK TREE DURING AN ATTEMPTED GO-AROUND. THE PILOT HAD BEEN UNABLE TO MAINTAIN ALIGNMENT DURING LANDING AND TO AVOID COLLISION WITH PARKED AIRCRAFT DECIDED TO GO-AROUND. THE TERRAIN WAS RISING IN THE DIRECTION OF GO-AROUND AND THE PILOT SLOWED UP THE AIRCRAFT TO AVOID AN IMPACT AT HIGHER AIRSPEED. BEFORE IMPACT HE SAID HE SHUT EVERYTHING DOWN AND PULLED BACK ON THE STICK TO SLOW DOWN AND MUSHROOM INTO THE TREE.

Brief of Accident (Continued)

File No. - 408

6/17/83

COLUMBIA,CA

A/C Reg. No. N23347

Time (Lc1) - 1555 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)
7. STALL - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 472      6/18/83      CORCORAN,CA      A/C Reg. No. N8435V      Time (Lcl) - 0500 PDT

-----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 -LANDING					

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

Make/Model - ROCKWELL INTERNATIONAL S2R	Eng Make/Model - P & W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

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	SALYER FARMS STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 80
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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 23468
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - BE-35	Make/Model- 4200
		Instrument- 282
		Last 30 Days- 65
		Last 90 Days- 221
		Multi-Eng - 891
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING HIS LAST SPRAYING RUN HE LOST LEFT RUDDER PEDAL CONTROL. HE MAINTAINED CONTROL OF THE ACFT IN THE AIR BUT DURING LANDING HE LOST CONTROL DUE TO THE LOSS OF THE LEFT RUDDER/BRAKE PEDAL. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY. EXAMINATION DISCLOSED THAT THE LEFT RUDDER PEDAL ADJUSTMENT CHANNEL, P/N 70080-1, HAD BROKEN ALLOWING THE RUDDER PEDAL TO FALL OFF LEAVING THE LEFT RUDDER AND BRAKE CONTROL INOPERABLE.

Brief of Accident (Continued)

File No. - 472

6/18/83

CORCORAN, CA

A/C Reg. No. N8435V

Time (Lc1) - 0500 PDT

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

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - FAILURE, PARTIAL
  2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
- 

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
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) 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. - 445      6/18/83      DUCOR,CA      A/C Reg. No. N8838V      Time (Lcl) - 0745 PDT

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

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

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

Make/Model    - BELLANCA 17-31A	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear   - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt   - 3800	Engine Type    - RECIP-FUEL INJECTED	
No. of Seats   - 4	Rated Power    - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing    - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method          - N/A	SAME AS ACC/INC	
Completeness   - N/A	Destination	Airport Data
Basic Weather   - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident    - N/A
Visibility       - 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     -	Runway Status   - N/A
Obstructions to Vision- NONE		
Precipitation    - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current       - YES	Total        - 8765
SE LAND,ME LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO THE SIDE OF A HILL AT 1900 FEET MSL WHILE ON A PHOTOGRAPHIC MISSION. THE TOP OF THE MOUNTAIN THAT WAS STRUCK IS 2412 FEET MSL. THE PILOT WAS FATALLY INJURED IN THE CRASH AND GROUND FIRE FOLLOWING IMPACT. ACCORDING TO HIS SECRETARY HE WAS ON A PHOTOGRAPHING MISSION OF THE BOWEN RANCH AND HILLS ON THE RANCH. THE ACFT COLLIDED WITH THE CUIDADO MTS IN A STRAIGHT AHEAD LEFT WING DOWN POSITION. THE WEATHER WAS VMC WITH 50 MILES VISIBILITY AND NO WIND.

Brief of Accident (Continued)

File No. - 445

6/18/83

DUCOR,CA

A/C Reg. No. N8838V

Time (Lcl) - 0745 PDT

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

Finding(s)  
1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 444      6/18/83      MORGAN HILL, CA      A/C Reg. No. N2315V      Time (Lcl) - 1145 PDT

-----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
					1
					0

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	S. COUNTY AIRPORT
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 75
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 18	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 18	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 2	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING DURING A STUDENT TRAINING FLT. THE STUDENT PILOT HAD MADE ONE LANDING AND ONE GO-AROUND. HE ATTEMPTED ANOTHER LANDING BUT LANDED HARD WITHOUT ENOUGH OF A FLARE. THE NOSE GEAR BENT, THE PROP CURLED AND THE ENGINE MOUNTS WERE BUCKLED. THE ACFT REMAINED UPRIGHT AND ON THE RUNWAY. THE WIND WAS DIRECTLY DOWN THE RUNWAY AT 10 KTS.



Brief of Accident (Continued)

File No. - 444

6/18/83

MORGAN HILL, CA

A/C Reg. No. N2315V

Time (Lc1) - 1145 PDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

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

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) 1,2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 469      6/19/83      MONTEREY, CA      A/C Reg. No. N37106      Time (Lcl) - 1539 PDT

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

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

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

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2455	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	HAYWARD, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MONTEREY, CA	MONTEREY
Wind Dir/Speed- 300/008 KTS		Runway Ident - 24
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 30	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 30	Last 30 Days- 7
	Aircraft Type - N/A	Instrument- 1	Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SOLO CROSS-COUNTRY. THE PILOT STATED THAT HIS APPROACH WAS TOO HIGH AND TOO FAST. THE ACFT LANDED HARD AND BOUNCED. AS THE ACFT HIT A 2ND TIME THE NOSE GEAR COLLAPSED AND BECAME JAMMED BETWEEN FUSELAGE AND RUNWAY. THE COLLAPSED GEAR PRODUCED SPARKS AS THE ACFT SKIDDED ALONG. THE FUEL STRAINER DRAIN FITTING BROKE OFF AND FUEL ESCAPED. A FIRE STARTED AND BURNED A HOLE IN THE BOTTOM OF THE ACFT.

Brief of Accident (Continued)

File No. - 469

6/19/83

MONTEREY, CA

A/C Reg. No. N37106

Time (Lc1) - 1539 PDT

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. ABORTED LANDING - NOT SELECTED - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

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

Finding(s)

8. 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) 5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 449      6/19/83      RICHMOND BEACH,CA      A/C Reg. No. N54274      Time (Lcl) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 172PII  
Landing Gear - FLOAT  
Max Gross Wt - 2250  
No. of Seats - 4

Eng Make/Model - LYCOMNG O-320-D2J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 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- 220/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 4500 FT  
Lowest Ceiling - 4500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RENTON,WA  
Destination  
RENTON,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 - FULL STOP

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

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

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

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

Total	-	280	Last 24 Hrs -	1
Make/Model-	13		Last 30 Days-	UNK/NR
Instrument-	5		Last 90 Days-	18

Instrument Rating(s) - NDNE

-----Narrative-----

THE FLOAT PLANE OVERTURNED DURING A GLASSY WATER LANDING. THE ACFT WAS DAMAGED BUT THE PILOT AND PASSENGER WERE NOT INJURED. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. ACCORDING TO THE PILOT WHILE ATTEMPTING TO LAND,THE ACFT CONTACTED THE WATER IN A NOSE LOW ATTITUDE AND TWISTED IN A CLOCKWISE DIRECTION. THE RIGHT FLOAT FILLED WITH WATER AND THE PILOT AND PASSENGER DONNED LIFE VESTS. BOTH OCCUPANTS EXITED THE LEFT DOOR OF THE ACFT. THE ACFT ROLLED OVER INVERTED AND FILLED WITH WATER. ONLY THE BOTTOM OF THE FLOATS WERE VISIBLE ON THE WATERS SURFACE.

Brief of Accident (Continued)

File No. - 449

6/19/83

RICHMOND BEACH, CA

A/C Reg. No. N54274

Time (Lc1) - 1300 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  4. WATER LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

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

-----

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 566      7/01/83      LIVERMORE, CA      A/C Reg. No. N9945U      Time (Lcl) - 0715 PDT

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

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

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

Make/Model - GRUMMAN AMERICAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	FAIR OAKS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LIVERMORE, CA	Runway Ident - UNK/NR
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 455
SE LAND,ME LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - BE-33A	Make/Model- UNK/NR
		Last 30 Days- 9
		Instrument- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN DURING A CROSS-COUNTRY IN IMC WEATHER. NO FLT PLAN WAS FILED FOR THE FLT. NO WEATHER BRIEFING WAS OBTAINED BY THE PILOT BEFORE TAKEOFF. THE DISTANCE TO BE FLOWN WAS 72 MILES AND THE PILOT FLEW THIS ROUTE ABOUT 3 TIMES A WEEK. THE FLT GOT WITHIN 5 MILES OF DESTINATION BEFORE COLLIDING WITH THE TERRAIN AT 1200 FT MSL. THE MOUNTAIN TOPS IN THE AREA GO AS HIGH AS 2500 FT MSL. THE PILOT WAS FLYING UP A CANYON IN LOW OVERCAST WEATHER CONDITIONS.

Brief of Accident (Continued)

File No. - 566

7/01/83

LIVERMORE, CA

A/C Reg. No. N9945U

Time (Lcl) - 0715 PDT

-----  
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 - FOG
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER CONDITION - OBSCURATION
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 473      7/19/83      MOJAVE, CA      A/C Reg. No. N69EZ      Time (Lc1) - 0840 PDT

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

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

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

Make/Model - VARIEZE 1	Eng Make/Model - LYCOMING O-290	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1110	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 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	LOCAL	MOJAVE
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9600/ 200
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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 124
SE LAND	Months Since - 1	Make/Model- 1
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PURCHASED THE ACFT A WEEK BEFORE THE ACCIDENT. THE DAY BEFORE THE ACCIDENT THE PLT STATED TO RUTAN AIRCRAFT FACTORY PERSONNEL THAT HE HAD NEVER FLOWN THIS TYPE OF ACFT IN THE PAST & WAS AFRAID OF THE ACFT. ON THE DAY OF THE ACCIDENT WITNESSES OBSERVED THE PLT TAXI THE ACFT AROUND THE ARPT FOR ABOUT 10 MINUTES BEFORE TAKING OFF AT 0740. AT 0839 THE ACFT ENTERED THE DOWNWIND LEG FOR RWY 22. AS THE ACFT APPROACHED RWY 22 ON FINAL THE NOSE PITCHED DOWN, FOLLOWED BY A 180 DEG ROLL TO THE LEFT IN A DOWNWARD ATTITUDE. THE ACFT IMPACTED A CROSSING RWY IN AN INVERTED POSITION.



Brief of Accident (Continued)

File No. - 473

7/19/83

MOJAVE, CA

A/C Reg. No. N69EZ

Time (Lc1) - 0840 PDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
  4. 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) 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. - 511      1/07/83      GLADE PARK, CO      A/C Reg. No. N3886P      Time (Lcl) - 1713 MST

-----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	4
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA P210N	Eng Make/Model	- CONTINENTAL TS10-520-P	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	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	BROOMFIELD, CO	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	TONOPAH, NV	
Wind Dir/Speed	- 150/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
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 - YES	Total - 1746	Last 24 Hrs - 1
SE LAND	Months Since - 18	Make/Model - 464	Last 30 Days - UNK/NR
	Aircraft Type - P210N	Instrument - 239	Last 90 Days - 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THE PILOT SAID HE LOST MANIFOLD AND OIL PRESSURE AND TURNED BACK TOWARD GRAND JUNCTION WHEN THE ENGINE BEGAN MAKING LOUD NOISES. A LANDING WAS MADE ON A SLIPPERY ROAD AND THE ACFT SKIDDED AND COLLAPSED THE GEAR. TELEDYNE-CONTINENTAL DECIDED THAT A THRUST WASHER HALF HAD BEEN LEFT OUT OF THE ENGINE DURING MANUFACTURE. THIS ALLOWED EXCESSIVE MOVEMENT OF THE CRANKSHAFT WHICH SIDE-LOADED AND FAILED #2 CONNECTING ROD AND DAMAGED #1 ROD.

Brief of Accident (Continued)

File No. - 511

1/07/83

GLADE PARK, CO

A/C Reg. No. N3886P

Time (Lcl) - 1713 MST

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - LOOSE
  2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
  3. FLUID, OIL - CONTAMINATION
- 

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

-----

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

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - 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) 1,2,3

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. - 600      2/19/83      DURANGO, CO      A/C Reg. No. N5802J      Time (Lcl) - 1715 MDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	GALLUP, NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DURANGO-LA PLATA
Wind Dir/Speed- 315/015 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 15.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 9200/ 150
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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 205
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - C-172	Make/Model- 29
		Instrument- 31
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OUT OF CONTROL DURING AN ATTEMPTED GO-AROUND AND CONTACTED SNOW COVERED TERRAIN WHERE IT NOSED OVER. THE PILOT ENCOUNTERED GUSTY CROSS-WINDS AT TOUCHDOWN DURING LANDING AND STARTED A GO-AROUND. THE GO-AROUND ATTEMPT WAS UNSUCCESSFUL AS THE ACFT CONTACTED THE GROUND OFF THE RUNWAY AND WENT OUT OF CONTROL IN THE SNOW. THE PILOT SAID SHE FOUND OUT AFTER THE ACCIDENT THAT A RETENTION WALL ABEAM AND TO THE LEFT OF THE ACCIDENT SITE CREATE HAZARDOUS AND TURBULENT WINDS. IF SHE HAD BEEN AWARE OF THIS SHE COULD HAVE LANDED FARTHER DOWN THE RUNWAY TO AVOID THIS TURBULENCE, SHE SAID.

Brief of Accident (Continued)

File No. - 600

2/19/83

DURANGO, CO

A/C Reg. No. N5802J

Time (Lcl) - 1715 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. WEATHER CONDITION - TURBULENCE
  5.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING

Finding(s)

7. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  8. GO-AROUND - INITIATED - PILOT IN COMMAND
  9. TERRAIN CONDITION - SNOW COVERED
- 

----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) 1,2,3,4,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 451      3/18/83      FORT COLLINS, CO      A/C Reg. No. N181RS      Time (Lcl) - 2135 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	5
Accident Occurred During	-LANDING					

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

Make/Model	- MITSUBISHI MU-2B-40	Eng Make/Model	- AIRESEARCH TPE-331-10	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10700	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 665 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 - 070/005 KTS</p> <p>Visibility - .625 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 1200 FT OVERCAST</p> <p>Obstructions to Vision - FOG</p> <p>Precipitation - SNOW</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>GRAND ISLAND, NE</p> <p>Destination</p> <p>FT. COLLINS, CO</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>ON AIRPORT</p> <p>Airport Data</p> <p>FT. COLLINS/LOVELAND MUNI</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 6500/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ICE COVERED</p>
---	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - C-500</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3901</p> <p>Make/Model - 124</p> <p>Instrument - 458</p> <p>Multi-Eng - 2200</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days - 65</p> <p>Last 90 Days - 160</p>
---	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ACFT DRIFTED LEFT AFTER TOUCHDOWN. PROPS WERE BROUGHT TO THE BETA RANGE, & CORRECTION WAS ADDED WITH RIGHT SPOILER & RIGHT RUDDER. THERE WAS AN IMMEDIATE DROPPING OR TURNING TO THE LEFT & THE ACFT HIT A SNOWRIDGE. BOTH ENGS WERE FEATHERED & THE ACFT SLID ALONG THE SNOWRIDGE. THE LEFT WING TIP WAS STRIKING THE GROUND ALONG WITH THE LEFT SIDE OF THE FUSELAGE. THE LEFT MAIN LANDING GEAR DRAG STRUT WAS SHEARED FLUSH WITH THE BARREL CAUSING THE GEAR TO COLLAPSE. METALLURGICAL TESTS REVEALED THAT THE ROD HAD BEEN OVERLOADED & HAD NOT BEEN WEAKENED BY CORROSION, CRACKS OR FATIGUE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 451

3/18/83

FORT COLLINS, CO

A/C Reg. No. N181RS

Time (Lc1) - 2135 MST

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

Finding(s)

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

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

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

Finding(s)

5. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
6. 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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 577      3/31/83      CASTLE ROCK,CO      A/C Reg. No. N4005W      Time (Lcl) - 2000 MST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLORADO SPRGS,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ENGLEWOOD,CO	
Wind Dir/Speed- 270/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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 - OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
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)
COMMERCIAL	Current - YES	Total - 3170
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - PA-32	Make/Model- 12
		Last 30 Days- UNK/NR
		Instrument- 280
		Last 90 Days- 12
		Multi-Eng - 10
		Rotorcraft - 1700

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT MADE TWO ENROUTE STOPS AT PLACES OTHER THAN PLANNED BECAUSE HE WAS CONFUSED AND DISORIENTED. WHEN HE COULD NOT GET A SECTIONAL CHART HE WANTED HE TOOKOFF WITHOUT IT AFTER ONE OF THESE LANDINGS. AFTER THE SECOND LANDING HE TOOK OFF IGNORING A RED LIGHT FROM THE TOWER. HE LISTENED TO A WEATHER REPORT ON THE ACFT RADIO AND EVEN THOUGH THE WEATHER WAS DETERIORATING HE CONTINUED ON TRYING TO MAINTAIN VFR. UNAWARE OF THE HIGH TERRAIN BETWEEN COLORADO SPRINGS AND DENVER AND SEEING LIGHTS TO THE RIGHT AND LEFT THE PILOT THOUGHT HE WAS IN A VALLEY AND FLEW INTO A RIDGE SUDDENLY WITH NO WARNING. LOCAL RESIDENTS SAID THERE WAS STRONG WINDS, BLOWING SNOW, AND LOW VISIBILITY AT THE TIME AND PLACE OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 577

3/31/83

CASTLE ROCK, CO

A/C Reg. No. N4005W

Time (Lcl) - 2000 MST

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

Finding(s)

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

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 558      5/02/83      ERIE,CO      A/C Reg. No. N9088J      Time (Lcl) - 1440 MDT

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-E2A	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 AIRPORT
Method - N/A	BROOMFIELD,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TRI-COUNTY
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 163
SE LAND	Months Since - 12	Make/Model- 48
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SECOND TOUCH & GO THE ACFT RAN OFF THE SIDE OF THE RWY. THE PLT LAST FLEW ON 10/4/82 FOR ABOUT A 1 HR FLT.

Brief of Accident (Continued)

File No. - 558

5/02/83

ERIE,CO

A/C Reg. No. N9088J

Time (Lc1) - 1440 MDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - RUNWAY LIGHT

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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 578      5/31/83      COLORADO SPRGS,CO      A/C Reg. No. N735FW      Time (Lc1) - 1124 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	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 - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	CHILDRESS, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	COLORADO SPRINGS
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11021/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - FREEZING RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1049
SE LAND	Months Since - 18	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 948
		Instrument- 147
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A CONTROLLED HARD EMERGENCY LANDING IN AN OPEN FIELD OFF AIRPORT AFTER AN ENCOUNTER WITH ICING. THE PILOT WAS MAKING A TURN DURING AN INSTRUMENT APPROACH PROCEDURE AND FELT THE ACFT BEGIN TO STALL AND BUFFET AND SLOW IN ITS RESPONSE TO ROLL. HE PITCHED DOWN TO MAINTAIN CONTROL AND BEGAN A DESCENT TO LOOK FOR A LANDING SPOT. HE MADE A RAPID DESCENT TO 7500 FT.MSL & THEN SLOWED SINK RATE WITH POWER BUT CONTINUED DESCENT. BETWEEN BREAKS IN CLOUDS HE MADE GROUND CONTACT AND FINALLY BROKE OUT BELOW 100 FT CEILING TO LAND IN A PASTURE WITH APPROACH AT 80 KTS FULL POWER NOSE HIGH WINGS LEVEL. THE ACFT LANDED HARD AND THE RT MAIN FAILED IN ROLLOUT. 100 FEET AFTER INITIAL IMPACT THE ACFT HIT A FENCE. AFTER THE NOSE GEAR FAILED THE PROP DUG IN AND THE ACFT NOSED OVER 156 FEET FROM TOUCHDOWN. THE OCCUPANTS WERE NOT INJURED AND MADE AN EXIT FROM THE ACFT THROUGH A WINDOW SINCE THE DOORS WERE JAMMED SHUT.

Brief of Accident (Continued)

File No. - 578

5/31/83

COLORADO SPRGS,CO

A/C Reg. No. N735FW

Time (Lc1) - 1124 MDT

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FLIGHT CONTROL, STABILATOR SURFACE - ICE
  4. WING, SKIN - ICE
- 

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

-----

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

Finding(s)

5. WEATHER CONDITION - LOW CEILING
- 

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

Finding(s)

6. OBJECT - FENCE
  7. LANDING GEAR, MAIN GEAR - OVERLOAD
  8. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

Occurrence #5            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 537      1/15/83      KEY LARGO, FL      A/C Reg. No. N1737Z      Time (Lcl) - 2215 EST

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

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

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

Make/Model - CESSNA 336	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 3900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 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- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point KINGSTON</p> <p>Destination TAMPA, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - 336</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total - 153</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 51</td> <td>Last 30 Days- 34</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 65</td> </tr> <tr> <td>Multi-Eng - 67</td> <td></td> </tr> </table>	Total - 153	Last 24 Hrs - 4	Make/Model- 51	Last 30 Days- 34	Instrument- 3	Last 90 Days- 65	Multi-Eng - 67	
Total - 153	Last 24 Hrs - 4									
Make/Model- 51	Last 30 Days- 34									
Instrument- 3	Last 90 Days- 65									
Multi-Eng - 67										

-----Narrative-----

THE ACFT DITCHED IN SHALLOW WATER 1/2 MI SOUTH OF KEY LARGO, FL WHILE ON A FLIGHT FROM ZEPHYRHILLS, FL TO MARATHON FL. ON 1/13 A FLT PLAN WAS FILED FOR THE ACFT FOR A FLT FROM KINGSTON JAMAICA TO TAMPA FL. IT DEPARTED KINSTON AT 0810 WITH ETA TAMPA AT 1610. THE ACFT WAS REPORTED OVERDUE. ON 1/15 THE ACFT WAS OBSERVED ENTERING THE ADIZ ABOUT 90 MILES SOUTH OF THE FLORIDA KEYS. AT ABOUT 2205 WHILE NEAR KEY LARGO THE FLT CALLED MIAMI APPROACH CONTROL TO REQUEST RADAR FLT FOLLOWING TO OPA LOCKA. ABOUT 5 MIN. LATER THE PILOT REQUESTED VECTORS TO THE NEAREST ARPT DUE TO FUEL PROBLEMS. ATC REPORTED PORT LARGO WAS CLOSEST BUT NOT EQUIPPED FOR NIGHT OPERATION. MOMENTS LATER THE PILOT REPORTED AT 4500 FEET AGL AND OUT OF FUEL. SEVERAL EMPTY PLASTIC CONTAINERS WERE FOUND INSIDE THE ACFT.

Brief of Accident (Continued)

File No. - 537

1/15/83

KEY LARGO, FL

A/C Reg. No. N1737Z

Time (Lc1) - 2215 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
  3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH
- 

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

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

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. - 536      1/19/83      NEAR TELOGIA, FL      A/C Reg. No. N8780X      Time (Lc1) - 1705 EST

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

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

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

Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OCALA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALBANY, GA	
Wind Dir/Speed- 070/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LNDG	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 56
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING AN OFF AIRPORT PRECAUTIONARY LANDING. THE STUDENT PILOT WAS PRACTICING A CROSS COUNTRY ON A DAY WITH QUESTIONABLE WEATHER. THE CLOUDS WERE 1000 FEET BROKEN 2500 FEET OVERCAST AT TALLAHASSEE WHICH IS 30 MILES ENE OF THE ACCIDENT SITE. DURING THE FLIGHT THE PILOT BECAME LOST/DISORIENTED AND LOW ON FUEL, SO HE DECIDED TO LAND. HE SELECTED A DIRT ROAD AND DURING THE LANDING HE RAN OFF THE ROAD AND COLLIDED WITH A TREE AND A CULVERT. THE PILOT WAS NOT INJURED.



Brief of Accident (Continued)

File No. - 536

1/19/83

NEAR TELOGIA, FL

A/C Reg. No. N8780X

Time (Lcl) - 1705 EST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  4. BECAME LOST/DISORIENTED - INADVERTENT - 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) 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. - 450      1/26/83      MIAMI LAKES, FL      A/C Reg. No. N9003Y      Time (Lcl) - 1239 EST

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

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

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

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING TSIP-540 A2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 310 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	OPA LOCKA
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8002/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1717
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 217
		Instrument- 119
		Last 30 Days- UNK/NR
		Last 90 Days- 61
		Multi-Eng - 798

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & A PROSPECTIVE BUYER/PASSENGER WERE ON A LOCAL DEMONSTRATION FLT. PRIOR TO THIS FLT, THE ACFT HAD BEEN PARKED FOR NEARLY 1 YR. SINCE THE LAST ANNUAL INSPECTION ON 1/12/82, IT HAD BEEN FLOWN ONLY 66 HRS. DURING THE PREFLT, THE PLT FOUND THE FUEL TANKS BETWEEN 1/4 FULL & EMPTY. THE SUMPS WERE DRAINED, THE MAIN TANKS WERE FILLED, THEN THE SUMPS WERE DRAINED AGAIN. AFTER TAKEOFF, THE PLT LEVELED THE ACFT AT 1500 FT IN A CRUISE CONFIGURATION. SHORTLY THEREAFTER, THE LEFT ENG BEGAN RUNNING ROUGH, BACKFIRING & LOSING POWER. THE PLT TURNED BACK TOWARD THE ARPT, BUT THE ENG LOST ALL POWER & THE PROP WAS FEATHERED. WHILE RETURNING, THE RIGHT ENG'S CYLINDER HEAD & OIL TEMP BEGAN RISING ABOVE THE RED LINE. SUBSEQUENTLY, IT BEGAN LOSING POWER & A WHEELS-UP, FORCED LANDING WAS MADE IN AN OPEN FIELD. AN EXAM REVEALED THAT BOTH ENGS WERE OUT OF TIME, FIRING WAS INTERMITTENT 1 DISTRIBUTOR BLOCK ON THE LEFT ENG WAS BURNED DUE TO INCORRECT TIMING. ALSO, THE LEFT TURBOCHARGER GATE WAS STUCK OPEN & THE LEFT FUEL FILTER WAS PARTIALLY CLOGGED.

Brief of Accident (Continued)

File No. - 450

1/26/83

MIAMI LAKES, FL

A/C Reg. No. N9003Y

Time (Lc1) - 1239 EST

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

Finding(s)

1. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
  2. IGNITION SYSTEM, MAGNETO - INCORRECT
  3. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
  4. IGNITION SYSTEM, DISTRIBUTOR - ARCING
  5. FUEL SYSTEM, FILTER - BLOCKED(PARTIAL)
  6. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
  7. FLUID, FUEL - STARVATION
  8. EXHAUST SYSTEM, TURBOCHARGER - BINDING(MECHANICAL)
  9. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - FAILURE, PARTIAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

10. 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) 2,3,4,5,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 545      2/12/83      NAPLES, FL      A/C Reg. No. N2302L      Time (Lcl) - 1013 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 - BEECH 23	Eng Make/Model - LYCOMING O-320-D2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NAPLES
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2174
SE LAND, ME LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- 325
		Last 90 Days- 40
		Multi-Eng - 230

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT THE ENGINE LOST POWER WHILE ON A SHORT FINAL DUE TO WATER IN THE FUEL. THE ACFT IMPACTED THE GROUND AT A HIGH RATE OF SINK, THE NOSE GEAR COLLAPSED AND THE ACFT WAS DAMAGED SUBSTANTIALY.

Brief of Accident (Continued)

File No. - 545

2/12/83

NAPLES, FL

A/C Reg. No. N2302L

Time (Lcl) - 1013 EST

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

Finding(s)

1. FLUID, FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 525      2/18/83      BAHIA HONDA, FL      A/C Reg. No. N9912M      Time (Lcl) - 1210 EST

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

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

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

Make/Model - CESSNA C-182P	Eng Make/Model - CONTINENTAL O-470S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
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 - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		KEY WEST, FL	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		KEY LARGO, FL	
Wind Dir/Speed- 010/013 KTS			Runway Ident - N/A
Visibility - 10.0 SM	ATC/Airspace		Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Flight Plan - NONE		Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE		Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING		
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 767
SE LAND, ME LAND	Months Since - 10	Make/Model- 315
	Aircraft Type - UNK/NR	Instrument- 81
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED IN THE BAY OF FLORIDA AFTER THE ENGINE FAILED AT 1000 FT MSL. THE PILOT AND PASSENGER SWAM TO SHORE WITHOUT INJURY. EXAMINATION REVEALED THAT THE #1 CYL EXHAUST VALVE ROCKER SHAFT HOUSING FAILED. LAB EXAM OF THE HOUSING SHOWED HIGH CYCLE LOW STRESS OVERLOAD FATIGUE.

Brief of Accident (Continued)

File No. - 525

2/18/83

BAHIA HONDA, FL

A/C Reg. No. N9912M

Time (Lc1) - 1210 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL
2. ENGINE ASSEMBLY, VALVE - FAILURE, PARTIAL

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

Finding(s)

3. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 458      2/24/83      NEAR LABELLE, FL      A/C Reg. No. N5980F      Time (Lcl) - 2130 EST

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

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

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

Make/Model - CESSNA 210H	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - 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- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>OPA LOCKA, FL</p> <p>Destination</p> <p>LABELLE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - PA-24</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8000</p> <p>Make/Model- 700</p> <p>Instrument- 1650</p> <p>Multi-Eng - 4500</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 115</p>
---	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A FORCED LANDING AND CARTWHEELED ABOUT 150 FEET INTO A PALMETTO GROVE. THE PILOT STATED THAT DURING THE DESCENT TO LABELLE THE ENGINE BACKFIRED, LOST POWER AND THE WINDSHIELD BECAME COVERED WITH OIL. THE PILOT ELECTED TO LAND ON A NEARBY ROAD. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE #5 CYLINDER PISTON CONNECTING ROD CAP RETAINING BOLT, PART #629340 HAD FAILED. THE CONNECTING ROD AND CAP FRACTURED AND RUPTURED THE ENGINE CASE ADJACENT TO #5 CYLINDER.



Brief of Accident (Continued)

File No. - 458

2/24/83

NEAR LABELLE, FL

A/C Reg. No. N5980F

Time (Lc1) - 2130 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, CRANKCASE - PENETRATED
- 

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 - 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. - 457      2/28/83      CROSS CITY, FL      A/C Reg. No. N3898F      Time (Lcl) - 2150 EST

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

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

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

Make/Model - PIPER PA-32R	Eng Make/Model - LYCOMING IO-540-KIA5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	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	UNK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 250/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1600 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2400 FT OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A NIGHT LANDING ON A LONELY STRETCH OF COUNTRY ROAD. THE LANDING WAS AN ATTEMPT TO UNLOAD 662 POUNDS OF MARIJUANA IN AN ILLEGAL DRUG OPERATION. A PASSENGER WAS FATALY INJURED AND THE INJURED PILOT WAS FOUND LATER IN THE LOCAL HOSPITAL.

Brief of Accident (Continued)

File No. - 457

2/28/83

CROSS CITY, FL

A/C Reg. No. N3898F

Time (Lc1) - 2150 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 554      3/13/83      LAKELAND, FL      A/C Reg. No. N1391P      Time (Lcl) - 1815 EST

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

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

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

Make/Model - GRAY J-3 TRAINER	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	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	LAKELAND
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 438
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 94
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING TO ENTER THE ULTRALIGHT LANDING AREA ON THE ARPT DURING AN EAA FLY-IN, THE ELEVATOR BECAME JAMMED IN THE DOWN POSITION WHEN A BOLT IN THE LINKAGE BECAME JAMMED AGAINST THE WHEEL AXLE WHICH HAD BEEN BENT IN A PREVIOUS ACCIDENT. THE PLT WAS ABLE TO CRASH LAND USING POWER.

Brief of Accident (Continued)

File No. - 554

3/13/83

LAKELAND, FL

A/C Reg. No. N1391P

Time (Lc1) - 1815 EST

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

Finding(s)

1. LANDING GEAR, AXLE - BENT
2. FLT CONTROL SYST, ELEVATOR CONTROL - JAMMED
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER

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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 456      3/19/83      DEFUNIAK SPRING, FL      A/C Reg. No. N32260      Time (Lcl) - 1430 CST

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

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

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

Make/Model - STINSON 10A	Eng Make/Model - FRANKLIN 4AC-199	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MARIANNA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BEAUMONT, TX	
Wind Dir/Speed- 120/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 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- HAZE		
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 - 251
SE LAND	Months Since - 10	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 24
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE FAILED IN CRUISE AT 4500 FT MSL. THE WEATHER WAS CLEAR AND THE PILOT COULD SEE THE AIRPORT BUT DID NOT TRY FOR IT BECAUSE OF THE INTERVENING TOWN. DURING THE LANDING OVER WIRES THE LANDING GEAR AND WINGS WERE DAMAGED. THE PILOT REPORTED THAT THERE WAS A HOLE IN THE TOP OF #3 CYLINDER & THERE WAS EVIDENCE OF VALVE FAILURE.

Brief of Accident (Continued)

File No. - 456

3/19/83

DEFUNIAK SPRING, FL

A/C Reg. No. N32260

Time (Lcl) - 1430 CST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
- 

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

-----

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

Finding(s)

3. LANDING GEAR, TAILWHEEL 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 548      3/19/83      LAKELAND, FL      A/C Reg. No. N3147G      Time (Lcl) - 1845 EST

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

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

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

Make/Model - GEMINI INT'L HUMINGBIRD	Eng Make/Model - SOLO MOTOR W. 6120	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 20 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	LAKELAND MUNICIAPL
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 2
		Multi-Eng - 200
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD AND COLLAPSED THE NOSE GEAR AFTER ONE ENGINE FAILED DURING TAKEOFF. THE ACFT HAD MADE ONE TAKEOFF AND LANDING AND WAS BEGINNING A SECOND. AS THE ACFT ROTATED THE LEFT ENGINE FAILED DUE TO THE THROTTLE LINKAGE BECOMING DISCONNECTED. THE ACFT THEN NOSED OVER AND LANDED HARD ON THE NOSE GEAR AFTER THE PILOT CUT THE POWER TO THE RIGHT ENGINE. THE PILOT WAS THROWN FORWARD AS THE ACFT NOSED DOWN AND HE INADVERTENTLY PUSHED THE RT THROTTLE. THIS ENGINE WENT TO FULL POWER AND THE PASSENGERS HAND WAS FORCED FORWARD INTO THE RT PROPELLER. HE RECEIVED SERIOUS INJURY TO HIS HAND. THE PILOT WAS NOT INJURED. THIS ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESS WHICH WOULD HAVE PREVENTED THE INJURY. THE ACCIDENT POINTED OUT THE NEED AND A RETROFIT SHOULDER HARNESS WAS PROVIDED BY THE MANUFACTURER ON AN EXCHANGE OR SALE BASIS. THE ACFT IS A REGISTERED ULTRALIGHT TYPE VEHICLE.



Brief of Accident (Continued)

File No. - 548

3/19/83

LAKELAND, FL

A/C Reg. No. N3147G

Time (Lcl) - 1845 EST

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

Finding(s)  
1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED  
-----

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

Finding(s)  
2. THROTTLE/POWER CONTROL - IMPROPER USE OF -- PILOT IN COMMAND  
-----

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

Finding(s)  
3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 546      4/05/83      PEMPBROKE PINES, FL      A/C Reg. No. N2175H      Time (Lc1) - 1800 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 - ERCOUPE G	Eng Make/Model - CONTINENTAL C85-12	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKELAND, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	Runway Ident - N/A
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3036
SE LAND, ME LAND	Months Since - 8	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 138
		Multi-Eng - 2256
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. POST ACCIDENT INVESTIGATION REVEALED THAT THE FUEL STRAINER WAS FULL OF WATER AND THAT THE CARBURETOR BOWL CONTAINED ONE OR TWO OUNCES OF WATER. DRAINING OF THIS WATER ALLOWED PROPER OPERATION OF THE ENGINE. THE ENGINE WOULD NOT IDLE BELOW 1200-1500 RPM DUE TO DIRTY JETS IN THE CARBURETOR. THIS PROBLEM HAD EXISTED BEFORE AND WAS NOT RELATED TO THE ACCIDENT ACCORDING TO THE MECHANIC WHERE THE ACFT IS BASED.

Brief of Accident (Continued)

File No. - 546

4/05/83

PEMPBROKE PINES, FL

A/C Reg. No. N2175H

Time (Lc1) - 1800 EST

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

Finding(s)

1. FLUID, FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

3. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 594      4/11/83      PERRY, FL      A/C Reg. No. N852H      Time (Lcl) - 0549 EST

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

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

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

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL TS10-520-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DAYTONA BEACH, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS, LA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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	Current - YES	Total - 4820
SE LAND, ME LAND	Months Since - 8	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 420
		Multi-Eng - 3800
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A SWAMP WITH THE GEAR DOWN AND NOSED OVER AFTER BOTH ENGINES QUIT. THE PILOT SAID THE ACFT WAS FULL OF FUEL AT TAKEOFF AND YET IT WAS EMPTY LESS THAN AN HOUR LATER. THE PILOT ALSO DID NOT KNOW THE QUANTITY OF FUEL ON BOARD THE ACFT IN GALLONS. HE SWITCHED TANKS SEVERAL TIMES IN ATTEMPTS TO START FIRST ONE AND THEN THE OTHER OF THE 2 ENGINES. AFTER THE CRASH BOTH ENGINES WERE ON THE LEFT TANK AND ALL TANKS AND LINES WERE DEVOID OF FUEL.

Brief of Accident (Continued)

File No. - 594

4/11/83

PERRY, FL

A/C Reg. No. N852H

Time (Lc1) - 0549 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

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

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
  6. TERRAIN CONDITION - WET
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 547      4/12/83      FT. PIERCE, FL      A/C Reg. No. N13GM      Time (Lc1) - 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TS10-520 B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BOCA RATON, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. LUCIE COUNTY
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
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 - 38	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 480
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 40
		Instrument- 20
		Multi-Eng - 40
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED WHEELS UP. THE PILOT STATED THAT HE NEVER HEARD THE LANDING GEAR WARNING HORN OPERATE. POST ACCIDENT INVESTIGATION SHOWED THAT THE LANDING GEAR OPERATED PROPERLY BUT THAT THE WARNING HORN WAS INOPERATIVE. THE PILOT OF THE ACCIDENT ACFT HELD A SINGLE ENGINE RATING ONLY AND DID NOT HOLD A CURRENT MEDICAL CERTIFICATE. HE WAS NOT QUALIFIED TO ACT AS PIC ON THIS MULTI-ENGINE ACFT.

Brief of Accident (Continued)

File No. - 547

4/12/83

FT. PIERCE, FL

A/C Reg. No. N13GM

Time (Lc1) - 1753 EST

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

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

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

Finding(s)

3. WHEELS UP LANDING - NOT CORRECTED - UNQUALIFIED PERSON
  4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 551      4/12/83      TALLAHASSEE, FL      A/C Reg. No. N212ES      Time (Lcl) - 0930 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - SPENCER QUICKIE Q2	Eng Make/Model - REVMaster 2100DQ	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL 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	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	TALLAHASSEE MUNI.
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 260
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON ITS FIRST TEST FLT SINCE BEING BUILT. AFTER ABOUT 40 MIN OF FLT, THE ACFT RETURNED TO LAND. ON FINAL THE PLT ADDED POWER TO CHECK THE SINK RATE BUT THERE WAS NO RESPONSE. THE ACFT LANDED SHORT OF THE RWY TEARING THE GEAR OFF. THE PLT ATTRIBUTES THE ENG FAILURE TO CARBURETOR ADJUSTMENT. THE MIXTURE IS NOT CONTROLLED FROM THE COCKPIT.



Brief of Accident (Continued)

File No. - 551

4/12/83

TALLAHASSEE, FL

A/C Reg. No. N212ES

Time (Lcl) - 0930 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ERRATIC
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

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

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

Occurrence #4      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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. - 410      4/13/83      PALM BAY, FL      A/C Reg. No. NONE      Time (Lcl) - 0915 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

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

Make/Model - ROTEC RALLY 2B ULTRALIGHT	Eng Make/Model - CUYUNA 430CC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 460	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 35 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VALKARIA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 9500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ROTEC RALLY 2B WAS AN UNREGISTERED ULTRALIGHT VEHICLE THAT HAD BEEN ASSEMBLED FROM A KIT. THE PLTS OF TWO OTHER ULTRALIGHT VEHICLES STATED THAT THEY WERE IN A VERY LOOSE FORMATION WITH THE ONE THAT HAD CRASHED. ACCORDING TO THEM, THEY WERE FLYING AT ABOUT 600 FT AGL WHEN THEY SAW THE RALLY 2B ENTER A LEFT TURN, THEN GO INTO A STEEP DIVE & CRASH. THEY OBSERVED THE WINGS FOLD UPWARD AFTER THE VEHICLE HAD LOST 100 TO 200 FT OF ALTITUDE. AN INVESTIGATION REVEALED THAT THE VEHICLE WAS WITHIN ITS AUTHORIZED GROSS WT LIMITATION. THE FUEL CAPACITY WAS 3.5 GAL, BUT THE PLT HAD STRAPPED A 6 GAL AUXILIARY TANK ADJACENT TO HIS SEAT. IT WAS FOUND WITH APRX 4.5 GAL REMAINING. AN EXAM OF THE WRECKAGE REVEALED THAT THE NOSE WIRE UPPER KING POST TANG HAD FAILED FROM FATIGUE. THE FATIGUE CRACK HAD INITIATED NEXT TO A HOLE & HAD PROGRESSED ALMOST ENTIRELY THRU THE TANG. ALSO, THE UPPER RUDDER CLEVIS HAD FAILED WHERE A CRACK FROM HIGH STRESS FATIGUE HAD PROGRESSED THRU 20% OF THE PART.

Brief of Accident (Continued)

File No. - 410

4/13/83

PALM BAY, FL

A/C Reg. No. NONE

Time (Lc1) - 0915 EST

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

Finding(s)

1. FUSELAGE, ATTACHMENT - FATIGUE
- 

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

-----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 460      4/21/83      ZELLWOOD, FL      A/C Reg. No. N6333M      Time (Lc1) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 -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 - UNK/NR
Max Gross Wt - 1675	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BOB WHITE
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3365/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1800
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1200
		Instrument- 200
		Last 30 Days- UNK/NR
		Last 90 Days- 450
		Multi-Eng - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RUNWAY AND COLLIDED WITH A DITCH DURING AN ABORTED TAKEOFF FOLLOWING A TOUCH-AND-GO LANDING. THE INSTRUCTOR STATED THAT THE STUDENT MADE THE LANDING AND PREPARED THE ACFT FOR TAKEOFF. POWER WAS APPLIED AND AT 45 KTS THE INSTRUCTOR TOOK CONTROL AND ABORTED THE TAKEOFF. THE INSTRUCTOR SAID HE DID NOT BELIEVE THE ACFT WAS PRODUCING FULL POWER. AFTER THE ACCIDENT THE ENG RAN OK AND DELIVERED 2350 RPM AFTER THE DAMAGED PROP WAS REPLACED.

Brief of Accident (Continued)

File No. - 460

4/21/83

ZELLWOOD, FL

A/C Reg. No. N6333M

Time (Lc1) - 1030 EDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - DUAL STUDENT
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND(CFI)

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

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) 3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 459      4/25/83      MIAMI, FL      A/C Reg. No. N81MA      Time (Lcl) - 1235 EDT

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

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

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

Make/Model - GLOBE GC1B	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
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 AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TAMIAMI
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 572
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 181
		Instrument- 79
		Multi-Eng - 186
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPED AND COLLAPSED THE LANDING GEAR AFTER THE RT BRAKE FAILED DURING TAXI FROM LANDING. THE PILOT SAID HE HAD INSTALLED NEW BRAKE PADS AND HAD SPENT TIME TAXIING TO WEAR THEM IN. AFTER COMPLETING ONE TAKEOFF AND LANDING THE ACFT WAS BEING TAXIED TO THE RAMP WHEN THE RT BRAKE LOST PRESSURE. THE PILOT STATES THAT THE CAUSE OF THE BRAKE FAILURE WAS THE MASTER CYLINDER. THE LANDING GEAR SHOULD HAVE STOOD THE LOAD OF A GROUND LOOP. THE FAILURE WAS THE RESULT OF REPLACEMENT SIDE BRACES WHICH APPEAR TO BE HOME MADE. THE ORIGINAL BRACES WERE SOLID ONE PIECE CASTINGS. THE BRACES IN USE WERE TWO PIECES WELDED TOGETHER. THE BRACES FAILED AT THE WELDS. THE PILOT DOES NOT KNOW THE ORIGIN OF THE BRACES. THEY WERE ON THE ACFT WHEN HE BOUGHT IT. THE ACFT IS 1946 VINTAGE AND MANY PARTS ARE NO LONGER AVAILABLE.

Brief of Accident (Continued)

File No. - 459

4/25/83

MIAMI,FL

A/C Reg. No. N81MA

Time (Lc1) - 1235 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
- 

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

Finding(s)

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

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

4. LANDING GEAR,MAIN GEAR ATTACHMENT - INADEQUATE
  5. LANDING GEAR,MAIN GEAR ATTACHMENT - IMPROPER
  6. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER PERSON
  7. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT COMPONENT - OTHER PERSONNEL
- 

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

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

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. - 565      5/06/83      WAUCHULA, FL

A/C Reg. No. N3307J

Time (Lcl) - 1025 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

NONE

Crew

Pass

0

0

0

0

1

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-200-A

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- 060/004 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

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

WAUCHULA

Runway Ident - 36

Runway Lth/Wid - 1900 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 500

Make/Model- 500

Instrument- 0

Multi-Eng - 25

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED IN A TURN AND CRASHED AS THE PILOT WAS TRYING TO RETURN TO THE AIRPORT SHORTLY AFTER TAKEOFF. THE PILOT STATED THAT THE ACFT LOST POWER AFTER TAKEOFF AND HE ELECTED TO RETURN AND LAND. HE MADE A STEEP LEFT TURN AND THE ACFT STALLED AT TOO LOW AN ALT. TO RECOVER. ACCORDING TO WITNESSES WHO OBSERVED THE TAKEOFF AND CLIMB THE WING FLAPS WERE FULLY EXTENDED DURING THE ENTIRE FLT AND REMAINED DOWN AFTER THE ACFT CRASHED.



Brief of Accident (Continued)

File No. - 565

5/06/83

WAUCHULA, FL

A/C Reg. No. N3307J

Time (Lc1) - 1025 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  3. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

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

-----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. - 409      5/13/83      OCEAN WAY, FL      A/C Reg. No. N71409      Time (Lcl) - 1705 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 - MANEUVERING					

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E20	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
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	FERNANDINA BCH., FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 110/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
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)
PRIVATE	Current - YES	Total - 273
SE LAND	Months Since - 7	Make/Model- 273
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE MUDDY BANK OF THE INTERCOASTAL WATERWAY DURING THE 2ND OF TWO LOW PASSES AND NOSED OVER WHEN THE NOSE GEAR DUG IN. WITNESSES REPORT SEEING THE ACFT PASS AT A LOW ALTITUDE. THE PILOT STATED THAT WHILE FLYING AT LOW ALT HE HEARD A LOUD NOISE WHICH HE THOUGHT WAS THE ENGINE. HE ELECTED TO MAKE AN EMERGENCY LANDING. A POST CRASH RUN-UP OF THE ENGINE REVEALED NORMAL OPERATION UP TO FULL POWER.

Brief of Accident (Continued)

File No. - 409

5/13/83

OCEAN WAY, FL

A/C Reg. No. N71409

Time (Lcl) - 1705 EDT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. BUZZING - PERFORMED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 427      5/26/83      JAY, FL      A/C Reg. No. N6770Z      Time (Lcl) - 1117 CDT

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5-TC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1017
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 697
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE WHILE MANEUVERING IN AN AERIAL APPLICATION OPERATION. THE PILOT STATED THAT WHILE COMPLETING A RUN, TURBULENCE WAS ENCOUNTERED WHICH HE BELIEVES WAS RELATED TO A 20 ACRE FIELD BEING BURNED NEARBY. THE ACFT DESCENDED ABOUT 25 FEET IN THE TURBULENCE AND A TREE AT THE END OF THE FIELD COULD NOT BE CLEARED. THE COLLISION WITH THE TREE CAUSED LOSS OF CONTROL. THE ACFT ROLLED 360 DEGREES TO THE RIGHT WITH THE PILOT MANAGING TO GET WINGS LEVEL FOR IMPACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 427

5/26/83

JAY, FL

A/C Reg. No. N6770Z

Time (Lc1) - 1117 CDT

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

Finding(s)

1. OBJECT - TREE(S)
  2. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
  3. WEATHER CONDITION - TURBULENCE
  4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
- 

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

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 411      6/05/83      CHULUOTA, FL      A/C Reg. No. N6376F      Time (Lcl) - 1530 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 - LANDING			0	0	0
					1
					3

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 AIRPORT
Method - N/A	SANFORD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLYING SEMINOLE
Wind Dir/Speed- 040/014 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 160
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	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)
PRIVATE	Current - YES	Total - 273
SE LAND	Months Since - 5	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 68
		Multi-Eng - 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RUNWAY INTO A POND DURING LANDING. THE LANDING WAS ON RUNWAY 29 AND THE WIND WAS FROM 40 DEGREES AT 14 KTS. THE PILOT SAID THE WIND CHANGED AFTER HE STARTED LANDING. HE ALSO STATED THAT HE LANDED MORE THAN HALF WAY DOWN THE RUNWAY BECAUSE OF STANDING WATER ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 411

6/05/83

CHULUOTA, FL

A/C Reg. No. N6376F

Time (Lc1) - 1530 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 429      6/05/83      BOYNTON BCH., FL      A/C Reg. No. N5917G      Time (Lc1) - 1015 EDT

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

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

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

Make/Model - CESSNA 150K	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	POMPANO BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WILLIS
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 269
SE LAND	Months Since - 12	Make/Model- 59
	Aircraft Type - UNK/NR	Instrument- 13
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS INVOLVED IN A HARD LANDING, COLLAPSING THE NOSE GEAR, FOLLOWED BY A NOSE OVER. THE PILOT STATED HE ADDED POWER WHICH MADE THE NOSE COLLAPSE A LITTLE SLOWER. THE ACFT NOSED OVER ABOUT 400 FEET FROM TOUCHDOWN.



Brief of Accident (Continued)

File No. - 429

6/05/83

BOYNTON BCH.,FL

A/C Reg. No. N5917G

Time (Lc1) - 1015 EDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
- 

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

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 426      6/19/83      LAKE WORTH, FL      A/C Reg. No. NONE      Time (Lcl) - 1835 EDT

-----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 103	Fire	Crew 0	1	0	0
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

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

Make/Model - EIPPER QUICKSILVER	Eng Make/Model - CUYUNA 430	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 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- 090/010 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	--	--

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3100
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 2000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ULTRALIGHT COLLIDED WITH A TREE WHILE ON FINAL APPROACH TO LAND IN AN OPEN AREA. THIS WAS THE PILOT'S FIRST FLT IN AN ULTRALIGHT ACFT. HE SAID THAT THE ACCIDENT HAPPENED WHEN HE MADE AN IMPROPER WEIGHT SHIFT IN AN EFFORT TO AVOID A COLLISION WITH THE TREE. THE PILOT BROKE HIS LEG IN THE COLLISION. WEIGHT SHIFT IN THIS ACFT IS A MEANS OF FLT CONTROL WITH THE ACFT GOING IN THE DIRECTION OF THE SHIFT.

Brief of Accident (Continued)

File No. - 426

6/19/83

LAKE WORTH, FL

A/C Reg. No. NONE

Time (Lc1) - 1835 EDT

---

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

Finding(s)

1. OBJECT - TREE(S)
  2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  4. MANEUVER - NOT UNDERSTOOD - PILOT IN COMMAND
  5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 541      4/11/83      BRUNSWICK, GA      A/C Reg. No. N210AE      Time (Lcl) - 1700 EST

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

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

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

Make/Model - CESSNA 210F	Eng Make/Model - CONTINENTAL IO-520A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	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	WRENS, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCKINNON
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3313/ 150
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 - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1774
SE LAND, ME LAND	Months Since - 4	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 125
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS INTENTIONALLY LANDED WHEELS UP AFTER THE LANDING GEAR EXTENSION SYSTEMS FAILED TO OPERATE. THE RT AILERON CONTROL CABLE HAD CHAFFED A HOLE IN THE MAIN LANDING GEAR HYDRAULIC LINE CAUSING A HYDRAULIC LEAK THAT DEPLETED THE GEAR EXTENSION SYSTEM OF FLUID. WITHOUT THIS FLUID THE GEAR COULD NOT BE EXTENDED. EXAMINATION REVEALED THE LINE HAD BEEN INSTALLED SLIGHTLY OUT OF POSITION. THE LOCATION OF THE CHAFE POINT WAS SUCH THAT VISUAL DETECTION WAS VERY DIFFICULT.

Brief of Accident (Continued)

File No. - 541

4/11/83

BRUNSWICK,GA

A/C Reg. No. N210AE

Time (Lc1) - 1700 EST

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

Finding(s)

1. HYDRAULIC SYSTEM,LINE - CHAFED
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
3. FLUID,HYDRAULIC - LEAK
4. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE

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

Finding(s)

5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 573      4/27/83      KENNESAW, GA      A/C Reg. No. N74189      Time (Lc1) - 1830 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 -LANDING			0	0	0
			0	0	1
			0	0	0

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

Make/Model - BOEING A75N1	Eng Make/Model - P & W R-985-AN-3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	KENNESAW, GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCCOLLUM
Wind Dir/Speed- 270/002 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 496
SE LAND	Months Since - 18	Make/Model- 219
	Aircraft Type - B-A75	Instrument- 26
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE OVER A WOODED AREA AT 800 FT AGL THE ENG FAILED. THE PLT WAS UNABLE TO REACH A SUITABLE LANDING SITE BEFORE CONTACTING THE GROUND ON AN EMBANKMENT BELOW THE ELEVATION OF A NEARBY ROAD. THE ACFT STRUCK A TELEPHONE CABLE PRIOR TO TOUCHDOWN. THE #4 CONROD WAS FOUND BROKEN NEAR THE INBOARD END (ROUGH GRANULAR FRACTURE) & WAS BROKEN AT THE OUTBOARD END. THE PISTON WRIST PIN WAS DISINTEGRATED. THE PISTON PIN BOSS WAS BROKEN ON ONE END. CHUNKS & METAL SHAVINGS WERE FOUND THROUGHOUT THE ENG. THERE WAS NO EVIDENCE OF OIL STARVATION. THE ENG WAS LAST OVERHAULED IN 1973, 124 TACH HOURS PRIOR TO THE ACCIDENT, & ALL PISTONS WERE NEW. THE ACFT HAD OPERATED 4 HRS SINCE THE LAST ANNUAL ON 9/9/82 & ONLY 7 HRS SINCE THE PREVIOUS ANNUAL ON 7/81.

Brief of Accident (Continued)

File No. - 573

4/27/83

KENNESAW,GA

A/C Reg. No. N74189

Time (Lcl) - 1830 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,PISTON - DISINTEGRATED  
-----

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

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE  
-----

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 570      5/02/83      MONTICELLO,GA      A/C Reg. No. N3721D      Time (Lcl) - 2000 EDT

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

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 89
SE LAND	Months Since - 24	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING OFF ARPT AFTER A POWER LOSS AT 500-600 AGL DURING CLIMB. THE ENGINE WOULD NOT RESTART. POST ACCIDENT EXAMINATION SHOWED 3.5 OUNCES OF WATER IN THE CARBURETOR BOWL WITH 1 OUNCE OF FUEL. THE FUEL TANK CAPS HAD GOOD SEALS BUT THE CAP SEATS WERE RUSTY PREVENTING A SECURE SEAL. THE ACFT WAS KEPT OUTDOORS. THE MAINTENANCE LOGS FOR THE ACFT INDICATED THAT THE LAST ANNUAL INSPECTION WAS COMPLETED ON 5/2/81. THE PILOTS MEDICAL CERTIFICATE HAD EXPIRED IN AUGUST 1982.



Brief of Accident (Continued)

File No. - 570

5/02/83

MONTICELLO,GA

A/C Reg. No. N3721D

Time (Lc1) - 2000 EDT

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

Finding(s)

1. FUEL SYSTEM,TANK - CORRODED
2. FUEL SYSTEM,TANK - LEAK
3. MAINTENANCE,ANNUAL INSPECTION - NOT OBTAINED - PILOT IN COMMAND
4. FLUID,FUEL - WATER

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

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

Finding(s)

5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
6. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 403      3/24/83      NR LIHUE ARPT, HI      A/C Reg. No. N101MA      Time (Lcl) - 0930 HST

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

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

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

Make/Model	- MURRAYAIR, LIMITED MA1B	Eng Make/Model	- WRIGHT R1820-202A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 1200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	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		- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2100 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 11000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 7	Make/Model - 1294	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A TURN-AROUND WHILE ENGAGED IN AERIAL APPLICATION OPERATIONS. THE PILOT HAD MADE A FEW RUNS OVER THE SAME FIELD UNTIL HE EXHAUSTED HIS LOAD. AFTER LANDING AND RELOADING HE RETURNED TO THE AREA TO FINISH THE JOB AND ON THE 1ST TURN-AROUND HE COLLIDED WITH A TREE. THE RIGHT TOP WING SEPARATED FROM THE AIRFRAME DURING THE TREE CONTACT AND LANDED ABOUT 100 FEET SHORT OF THE MAIN WRECKAGE ON A DIRECT LINE FROM THE TREE. FIRE BROKE OUT ON IMPACT WITH THE GROUND. THE PILOT WAS PULLED FROM THE WRECKAGE BY FIELD WORKERS BUT DIED IN THE HOSPITAL THAT AFTERNOON.

Brief of Accident (Continued)

File No. - 403

3/24/83

NR LIHUE ARPT, HI

A/C Reg. No. N101MA

Time (Lc1) - 0930 HST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - TREE(S)
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  3. WING - SEPARATION
  4. CLEARANCE - IMPROPER - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 557      5/15/83      KAUAI, HI      A/C Reg. No. N39019      Time (Lcl) - 1010 HST

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

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

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

Make/Model - GRUMMAN AA-1C	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 - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

<b>Weather Data</b> Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 011 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 2100 FT SCATTERED Lowest Ceiling - 4500 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point LIHUE, HI Destination HONOLULU, HI  <b>ATC/Airspace</b> Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - UNK/NR	<b>Airport Proximity</b> UNK/NR  <b>Airport Data</b> Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR
--	---	--

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 25 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 570 Make/Model- 26 Instrument- 89 Multi-Eng - 107 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 35
--	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DESCENDED AT A FLAT ANGLE UNDER POWER INTO TREES AFTER THE ENGINE LOST POWER. THE PILOT TOOK OFF AT 1010 FOR A SIGHTSEEING FLIGHT. THE TEMPERATURE WAS 78 AND THE DEW POINT WAS 65 DEGREES F. AFTER ABOUT 30 MINUTES OF FLIGHT THE PILOT TURNED TO AVOID CLOUDS AND BEGAN TO LOSE ALTITUDE. HE ADDED THROTTLE BUT COULD NOT GET FULL POWER. THE AIRCRAFT CONTINUED TO DESCEND WITH BEST CLIMB AIRSPEED AND FULL THROTTLE. MAINTAINING WHAT POWER HE COULD AND A FLAT RATE OF DESCENT THE PILOT FLEW INTO A SLIGHTLY UPWARD SLOPING GROUP OF TREES IN THE MAKAHA VALLEY.

Brief of Accident (Continued)

File No. - 557

5/15/83

KAUAI, HI

A/C Reg. No. N39019

Time (Lc1) - 1010 HST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
  2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
- 

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

-----

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

Finding(s)

3. OBJECT - TREE(S)
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 438      4/25/83      KEOSAUQUA, IA      A/C Reg. No. N2343X      Time (Lcl) - 1710 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	2
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 182H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
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	ON AIRPORT
Method - N/A	OTTUMWA, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEOSAUQUA, IA	KEOSAUQUA MUNICIPAL
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - 150	Make/Model- 23
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED DURING THE LANDING AND RAN OFF THE RUNWAY. THE FLIGHT ORIGINATED ABOUT 30 MINUTES BEFORE THE ACCIDENT. THE PILOT SAID HE WAS LANDING ON RUNWAY 24 USING 30 DEGREES OF FLAPS. THERE WAS A WIND OF 18 KTS GUSTING TO 25 KTS FROM THE SOUTH. THE PILOT SAID A STRONG GUST CAUSED THE ACFT TO DRIFT TO THE RIGHT DURING THE LANDING FLARE AND WHEN THE ACFT TOUCHED DOWN THE RIGHT MAIN GEAR COLLAPSED. THE ACFT CONTINUED OFF THE RUNWAY INTO A CORNFIELD BEFORE COMING TO REST. THE LANDING AIRPORT IS UNATTENDED AND THE ONLY WIND INDICATOR IS A WIND SOCK.

Brief of Accident (Continued)

File No. - 438

4/25/83

KEOSAUQUA, IA

A/C Reg. No. N2343X

Time (Lc1) - 1710 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3.    IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. WEATHER CONDITION - GUSTS
  5.    WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
  6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  7. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

8. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 476      6/26/83      MADRID,IA      A/C Reg. No. N69026      Time (Lc1) - 0915 CDT

-----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	1	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	AMES,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 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 -	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 76
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 66
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH UNMARKED WIRES OVER A RIVER AT ABOUT 150 FEET AGL. A WITNESS OBSERVED THE ACFT LOW OVER THE RIVER AND CALLED AN AMBULANCE BEFORE THE ACFT COLLIDED WITH THE WIRES.



Brief of Accident (Continued)

File No. - 476

6/26/83

MADRID,IA

A/C Reg. No. N69026

Time (Lc1) - 0915 CDT

-----  
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. - 549      4/06/83      AMERICAN FALLS, ID      A/C Reg. No. N3172P      Time (Lcl) - 1750 MST

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

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

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

Make/Model	- PIPER PA-23-150	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3500	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
Method	- N/A	AMERICAN FALLS, ID
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed-	070/005 KTS	ATC/Airspace
Visibility	- 40.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 4000 FT SCATTERED	- NONE
Lowest Ceiling	- UNK/NR	Type of Clearance
Obstructions to Vision-	NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 3942
SE LAND, ME LAND	Months Since - 1	Make/Model-	1075
	Aircraft Type - UNK/NR	Instrument-	0
		Multi-Eng -	3640

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN AN OFF AIRPORT FORCED LANDING DUE TO WATER IN THE FUEL. THE ACFT TOOK OFF AND AT 300 FEET THE LEFT ENGINE QUIT. THE PILOT WAS ATTEMPTING A LEFT TURN BACK TO THE AIRPORT WHEN THE RIGHT ENGINE STARTED TO SPUTTER. THE PILOT LANDED STRAIGHT AHEAD IN A PASTURE. DURING ROLL-OUT THE ACFT HIT A 2 FOOT DECLINE IN TERRAIN WHICH DAMAGED THE LEFT GEAR, THE STEP AND THE LEFT WING. WATER WAS FOUND IN BOTH FUEL TANKS.

Brief of Accident (Continued)

File No. - 549

4/06/83

AMERICAN FALLS, ID

A/C Reg. No. N3172P

Time (Lc1) - 1750 MST

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

Finding(s)

1. FLUID, FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

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

-----

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 527      6/23/83      JEROME, ID      A/C Reg. No. N245C      Time (Lcl) - 1300 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
Type of Operation	-FERRY	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		0	0	0	1
Accident Occurred During	-LANDING	IN FLIGHT		0	0	0	0
		Crew					
		Pass					

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

Make/Model	- HILLER UH-12B	Eng Make/Model	- FRANKLIN 6V35B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	HAZELTON, ID	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	JEROME, ID	
Wind Dir/Speed	- 200/013 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 500
SE LAND	Months Since - 15	Make/Model	- 50
HELICOPTER	Aircraft Type - R22	Instrument	- 31
		Multi-Eng	- 1
		Last 24 Hrs	- 4
		Last 30 Days	- 20
		Last 90 Days	- 52
		Rotorcraft	- 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DESTROYED BY FIRE AFTER A FORCED LANDING DUE TO PWR LOSS. THE PILOT STATED THAT HE WAS EN ROUTE HOME AFTER AN AERIAL APPLICATION MISSION WHEN THE ENGINE LOST POWER. HE MADE AN AUTO-ROTATION DOWNWIND AND AFTER EXITING THE ACFT NOTICED AN ENGINE FIRE. THE ACFT AND 2 ACRES OF RANGE GRASS WERE DESTROYED IN THE FIRE. FAA INSPECTORS EXAMINED THE WRECKAGE BUT COULD NOT DETERMINE THE CAUSE OF THE POWER LOSS BECAUSE OF THE EXTENSIVE FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 527

6/23/83

JEROME, ID

A/C Reg. No. N245C

Time (Lc1) - 1300 MDT

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. WEATHER CONDITION - TAILWIND
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      FIRE  
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. - 593      7/05/83      SALMON, ID      A/C Reg. No. N7640A      Time (Lcl) - 1900 MDT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-K	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	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 - 40.0 SM</p> <p>Lowest Sky/Clouds - 12000 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 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 - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">FLYING B. RANCH</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2200/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	---	--

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 335
SE LAND	Months Since - 13	Make/Model- 91
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE ENCOUNTERED A HIGH SINK RATE DURING THE APPROACH. DIRECTIONAL CONTROL WAS LOST AFTER THE PILOT FAILED TO ARREST THE SINK RATE AND MADE A HARD LANDING. THE ACFT LEFT THE RUNWAY AND COLLIDED WITH A FENCE BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 593

7/05/83

SALMON, ID

A/C Reg. No. N7640A

Time (Lc1) - 1900 MDT

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

Finding(s)  
1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND  
2. FLARE - IMPROPER - PILOT IN COMMAND  
-----

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

Finding(s)  
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND  
-----

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

Finding(s)  
5. OBJECT - FENCE  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 592      7/13/83      MULLAN, ID      A/C Reg. No. N4060V      Time (Lc1) - 1810 MDT

-----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	-MANEUVERING			0	0	0	1

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

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL C145	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HELENA, MT</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - 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>
--	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 235</p> <p>Make/Model- 172</p> <p>Instrument- 3</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 56</p> <p>Rotorcraft - UNK/NR</p>
--	---	--

-----Narrative-----

THE ACFT COLLIDED WITH A TELEPHONE LINE DURING MANEUVERING TO STAY VFR AND CLEAR OF GROUND OBSTRUCTIONS. THE PILOT SAID HE WAS APPROACHING LOOKOUT PASS AT ABOUT 500-800 FT AGL AND WAS FOLLOWING INTERSTATE 90 WESTBOUND. HE INADVERTENTLY ENTERED IFR CONDITIONS AS HE TURNED LEFT TO FOLLOW THE HIGHWAY. THE LEFT TURN ANGLE OF BANK WAS INCREASED AND THE ACFT LOST ALTITUDE. THE PILOT TRIED TO CLIMB EASTBOUND TO AVOID RISING TERRAIN. AS THE PILOT APPROACHED THE SUMMIT EASTBOUND, HE WAS NEARING A STALL WITH AN OVERPASS STRAIGHT AHEAD. A DIVE AND PULL-UP TO CLEAR THE OVERPASS RESULTED IN A COLLISION WITH THE WIRE. A FULL STALL FOLLOWED AND THE ACFT COLLIDED WITH THE GROUND.



Brief of Accident (Continued)

File No. - 592

7/13/83

MULLAN, ID

A/C Reg. No. N4060V

Time (Lc1) - 1810 MDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

8. OBJECT - WIRE, STATIC

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 590      7/21/83      TENSED, ID      A/C Reg. No. N9089W      Time (Lcl) - 1110 PDT

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

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

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

Make/Model      - WEATHERLY 201C	Eng Make/Model      - P & W R985-AN1	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 3500	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 600 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	<b>Airport Data</b>
Basic Weather      - VMC	LOCAL	TEAL'S
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - UNK/NR
Visibility      - 30.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - UNK/NR
Lowest Sky/Clouds      - 7000 FT SCATTERED	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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - NO	Total      - 1296
SE LAND	Months Since      - UNK/NR	Make/Model- 605
	Aircraft Type      - UNK/NR	Instrument- 48
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD MADE 3 PASSES SINCE RELOADING, SO THE ACFT WAS FAIRLY HEAVY AND WAS ON AN UPHILL PASS AS IT BEGAN A TURN-AROUND. IN AN ATTEMPT TO MANEUVER AND CLEAR 100 FT TREES THE ACFT STALLED AND THE RT WING TIP HIT A TREE.

Brief of Accident (Continued)

File No. - 590

7/21/83

TENSED, ID

A/C Reg. No. N9089W

Time (Lcl) - 1110 PDT

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

Finding(s)

1. TERRAIN CONDITION - UPHILL
  2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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. - 598      1/02/83      MONEE,IL      A/C Reg. No. N9699B      Time (Lcl) - 1400 CST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SANGER
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - YES	Total - 8478
SE LAND,ME LAND	Months Since - 1	Make/Model- 8
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1100
		Multi-Eng - 6400
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - 1700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE RIGHT SIDE OF THE RUNWAY DURING LANDING ON RWY 27. THE WIND WAS FROM 320 TO 350 DEGREES AT 12-15 KTS. AFTER THE ACFT LEFT THE RWY IT ENCOUNTERED SOFT PLOWED GROUND AND NOSED OVER. THE PILOT HAD ONLY 6 HRS SOLO IN MAKE AND MODEL.

Brief of Accident (Continued)

File No. - 598

1/02/83

MONEE,IL

A/C Reg. No. N9699B

Time (Lc1) - 1400 CST

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

Finding(s)

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

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 464      1/02/83      PLATO CENTER, IL      A/C Reg. No. N4292V      Time (Lcl) - 1530 CST

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

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

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

Make/Model	- CESSNA 170	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1820	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- 350/012 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 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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data OLSON</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 2000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	---

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 274
SE LAND	Months Since - 24	Make/Model- 118
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE WIND AT THE NEAREST FACILITY WAS REPORTED TO BE FROM 350 DEGREES AT 12 KTS. THE PILOT REPORTED THE WIND SOCK AT THE AIRPORT WAS SHOWING WIND FROM 310-320 DEGREES AT 10 KTS OR LESS AND GUSTING. HE MADE TWO GO-AROUNDS BECAUSE OF GUSTY WINDS AND DIFFICULTY IN MAINTAINING RUNWAY ALIGNMENT. 3 PT LANDING WAS MADE AND THE ACFT ROLLED 100 FEET AFTER TOUCHDOWN AT 50 MPH. THEN A STRONG GUST FROM THE RIGHT SIDE HIT AND THE PILOT STATED HE USED FULL RT AILERON DOWN WITH LEFT RUDDER. ACFT COULD NOT BE KEPT ON RUNWAY USING THIS TECHNIQUE AND USING BRAKES. THE ACFT LEFT THE RUNWAY AT 35-40 MPH AND ROLLED 40 FEET TO A SMALL DECLINE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 464

1/02/83

PLATO CENTER, IL

A/C Reg. No. N4292V

Time (Lcl) - 1530 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 514      4/22/83      CHAMPAIGN,IL      A/C Reg. No. N5101R      Time (Lcl) - 1215 CST

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

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

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

Make/Model - BEECH BE-19-180	Eng Make/Model - LYCOMING O-360-44J	ELT Installed/Activated - YES/NO
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 - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHAMPAIGN,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHAMPAIGN
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 150
Lowest Sky/Clouds - 12000 FT	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT DRIFTED ACROSS THE RUNWAY IN A CROSSWIND AND COLLIDED WITH A RUNWAY LIGHT. THE STUDENT PILOT HAD TAKEN OFF ON RUNWAY 22 FOR HIS FIRST SOLO FLIGHT. THE TOWER CHANGED RUNWAYS ACCORDING TO THE PILOT AND MADE 04 THE ACTIVE. THE WIND WAS 150 DEGREES AT 8 KTS.



Brief of Accident (Continued)

File No. - 514

4/22/83

CHAMPAIGN,IL

A/C Reg. No. N5101R

Time (Lc1) - 1215 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - RUNWAY LIGHT

-----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. - 481      4/23/83      FRANKFORT, IL      A/C Reg. No. N62541      Time (Lcl) - 1730 CST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D25	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 - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	PEORIA, IL	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FRANKFORT
Wind Dir/Speed- 020/030 KTS	ATC/Airspace	Runway Ident - 90
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT OVERCAST	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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 310
SE LAND	Months Since - 4	Make/Model- 180
	Aircraft Type - C-172	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE WIND WAS GUSTING TO 40 KTS. THE PILOT STATED A STRONG GUST OF WIND LIFTED THE LEFT WING AND BLEW THE ACFT OFF THE RUNWAY WHERE A ROW OF TREES SWUNG THE ACFT INTO A PLOWED FIELD. THE PILOT SAID THE WINDS WERE STRONGER THAN REPORTED.

Brief of Accident (Continued)

File No. - 481

4/23/83

FRANKFORT, IL

A/C Reg. No. N62541

Time (Lcl) - 1730 CST

---

Occurrence                LOSS OF CONTROL - ON GROUND

Phase of Operation       LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - HIGH WIND
  4. WEATHER CONDITION - UNFAVORABLE WIND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 443      4/24/83      CHAMPAIGN, IL      A/C Reg. No. N9254P      Time (Lc1) - 1135 CDT

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

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

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

Make/Model	- PIPER PA-24	Eng Make/Model	- LYCOMING IO-540-D4AS	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/011 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 5000 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 style="padding-left: 20px;">AURORA, IL</p> <p>Destination</p> <p style="padding-left: 20px;">CHAMPAIGN, IL</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 style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CHAMPAIGN</p> <p>Runway Ident - 40</p> <p>Runway Lth/Wid - 5300/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
---	--	--

-----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 - 500
SE LAND	Months Since - 16	Make/Model- 253
	Aircraft Type - PA-24	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED WITH THE GEAR UP. INVESTIGATION REVEALED DURING A RETRACTION TEST, THAT NO MALFUNCTION OF THE LANDING GEAR SYSTEM PREVENTED NORMAL OPERATION. ELECTRICAL SYSTEM SHOWED THAT THE WARNING THE HORN DID NOT OPERATE. WHEN THE COCKPIT WAS CHECKED PRIOR TO REMOVAL OF THE ACFT FROM THE RUNWAY THE LANDING GEAR CIRCUIT BREAKER WAS POPPED.

Brief of Accident (Continued)

File No. - 443

4/24/83

CHAMPAIGN, IL

A/C Reg. No. N9254P

Time (Lc1) - 1135 CDT

---

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

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
  2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
  3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 479      4/26/83      HAVANA,IL      A/C Reg. No. N7670J      Time (Lcl) - 1333 CDT

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

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

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

Make/Model - PIPER PA-28R	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	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	OFF AIRPORT/STRIP
Method - TELEPHONE	SHELBYVILLE,IL	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HAVANA
Wind Dir/Speed- 170/018 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 200
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 169
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - PA-28R	Make/Model- 163
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 89

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH THE GROUND DURING AN ATTEMPTED GO AROUND WHEN THE PILOT STATED THAT HE DID NOT SEE BUT TWO OF THE LANDING GEAR LIGHTS ON. THE APPROACH WAS TO RUNWAY 9 IN A CROSSWIND FROM 170 DEGREES AT 18 KTS WITH GUSTS TO 24 KTS THE PILOT DESCRIBED IT AS A BAD CROSSWIND. AFTER HE DECIDED TO GO AROUND HE SAID A GUST OF WIND CAUGHT HIM AND THE ACFT WOULD NOT CLIMB. THE ACFT HIT THE GROUND AT THE TOP OF A HILL NEXT TO THE RUNWAY. A CONTINUITY CHECK OF THE LANDING GEAR WARNING SYSTEMS(LIGHTS-HORN)REVEALED NO MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 479

4/26/83

HAVANA,IL

A/C Reg. No. N7670J

Time (Lc1) - 1333 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 439      5/13/83      MCHENRY,IL

A/C Reg. No. N53242

Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Pass  
NONE

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

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

Eng Make/Model      - LYCOMING O-320-O2J  
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      - 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      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GREENWOOD,IL  
Destination  
GREENWOOD,IL

Airport Proximity  
ON AIRPORT

Airport Data

GALT  
Runway Ident      - 09  
Runway Lth/Wid      - 2660/ 35  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 31

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

Instrument Rating(s)      - NONE

-----Narrative-----

THE ACFT WENT OFF THE DEPARTURE END OF RUNWAY 09 DURING LANDING AND NOSED OVER. THE WEATHER AS REPORTED BY THE OPERATOR, WAS SCATTERED CLOUDS, MORE THAN 5 MILES VISIBILITY AND WINDS CALM. RUNWAY 09 HAD BEEN IN USE ALL DAY. THE PILOT STATED THAT HIS APPROACH WAS TOO HIGH HE TOUCHED DOWN LONG AND RAN OFF THE END OF THE RUNWAY.



Brief of Accident (Continued)

File No. - 439

5/13/83

MCHENRY, IL

A/C Reg. No. N53242

Time (Lc1) - 1630 CDT

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

Finding(s)

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

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 517      5/25/83      ELGIN, IL      A/C Reg. No. N6758F      Time (Lc1) - 1605 CDT

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

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

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

Make/Model - PIPER PA28-151	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROCHESTER, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ELGIN
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 200
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - 300
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 47
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE ROOF OF A TRAILER TRUCK DURING AN APPROACH TO LAND OVER A TOLL ROAD. THE COLLISION SEPARATED THE LEFT MAIN GEAR FROM THE ACFT AND DAMAGED THE OTHER TWO LANDING GEAR. THE IMPACT LEFT TWO DEPRESSIONS ABOUT 2 INCHES DEEP IN THE EDGE OF THE TRUCKS ROOF AND TIRE MARKS ACROSS THE ENTIRE ROOF FROM SIDE TO SIDE. THE PILOT LANDED WITHOUT FURTHER INCIDENT AFTER CIRCLING SO THAT CRASH EQUIPMENT COULD GET INTO POSITION FOR HIS LANDING.

Brief of Accident (Continued)

File No. - 517

5/25/83

ELGIN, IL

A/C Reg. No. N6758F

Time (Lcl) - 1605 CDT

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

Finding(s)

1. OBJECT - VEHICLE
  2.    PLANNED APPROACH - BELOW - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 463      5/28/83      ROCKFORD, IL      A/C Reg. No. N1127R      Time (Lcl) - 1900 CDT

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

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

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

Make/Model - RAVEN S55A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1435	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 583
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 301
		Instrument- 13
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ALONE IN THE BASKET AND WAS PRACTICING A STEEP APPROACH TO LAND. THE PILOT SAID THE REASON FOR HIS INJURIES WAS NOT THE HARD LANDING BUT LACK OF PREPARATION FOR IT.

Brief of Accident (Continued)

File No. - 463

5/28/83

ROCKFORD, IL

A/C Reg. No. N1127R

Time (Lc1) - 1900 CDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 510      7/14/83      PYLMOUTH, IN      A/C Reg. No. N38802      Time (Lcl) - 1940 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	1	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF					

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

Make/Model	- EIPPER MX-2	Eng Make/Model	- ROTAX 503	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 50 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- CALMABLE</p> <p>Visibility - 1.000 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 - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PLYMOUTH MUNICIPAL</p> <p>Runway Ident - 80</p> <p>Runway Lth/Wid - 3500/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 775
SE LAND,ME LAND	Months Since - 13	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- 53
		Multi-Eng - 100
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 195

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAKING OFF FOR DUAL INSTRUCTION WHEN A GUST OF WIND PICKED UP THE WING AND THE AIRCRAFT CARTWHEELED ENDING ON THE NOSE AND RT. WING. THE INSTRUCTOR STATED THAT AS THE ACFT ACCELERATED A SUDDEN GUST OF WIND CAUGHT THE ACFT FROM THE LEFT. THE STUDENT REACTED BY PULLING BACK AND LEFT ON THE STICK. THE ACFT HAD NOT ACCELERATED ENOUGH TO CLIMB AND THE LEFT WING CAME UP. THE ACFT VEERED RT SO THE INSTRUCTOR TOOK OVER AND ADDED POWER TO CLEAR THE LIGHTS. THE WIND THEN PICKED UP THE LEFT WING AND CARTWHEELED THE ACFT TO THE RT. THE ACFT CAME TO REST SEMI-INVERTED.

Brief of Accident (Continued)

File No. - 510

7/14/83

PYLMOUTH, IN

A/C Reg. No. N38802

Time (Lc1) - 1940 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
  3. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
- 

Occurrence #2        NOSE DOWN  
Phase of Operation    TAKEOFF - GROUND RUN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 455      4/05/83      HUTCHINSON,KS      A/C Reg. No. N630KC      Time (Lcl) - 0045 CST

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

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

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

Make/Model	- ROCKWELL COMMANDER 500B	Eng Make/Model	- LYCOMING IO-540-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- ACFT RADIO	SALINA,KS	
Completeness	- PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather	- IMC	SAME AS ACC/INC	HUTCHINSON MUNI
Wind Dir/Speed	- 360/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 1.000 SM	Type of Flight Plan	- 13
Lowest Sky/Clouds	- 200 FT	Type of Clearance	- 7000/ 200
Lowest Ceiling	- 200 FT OBSCURED	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- BLOWING SNOW		Runway Status
Precipitation	- SNOW		- SNOW - WET
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 12692
ME LAND	Months Since - 3	Make/Model	- 6000
GLIDER	Aircraft Type - UNK/NR	Instrument	- 715
		Multi-Eng	- 8271

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOUCHED DOWN IN 2 INCHES OF SNOW & SLUSH. BRAKING ACTION WAS NON-EXISTENT. THE RWY LIGHTS WERE COVERED WITH PILES OF SNOW & WERE NOT VISIBLE. THE ACFT VEERED RIGHT INTO A SNOWBANK COLLAPSING THE NOSE GEAR. THE NWS CONTRACT WEATHER OBSERVER IS NOT REQUIRED TO MEASURE & REPORT RWY SNOW DEPTH. HUTCHISON DOES NOT HAVE A TOWER OPERATING AT NIGHT.



Brief of Accident (Continued)

File No. - 455

4/05/83

HUTCHINSON,KS

A/C Reg. No. N630KC

Time (Lc1) - 0045 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - GUSTS
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

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

Finding(s)

10. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
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) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 461      5/09/83      FREDONIA,KS      A/C Reg. No. N8317J      Time (Lcl) - 1015 CDT

-----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 150G	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

<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	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	FREDONIA
Wind Dir/Speed- 150/013 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2430/ 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	FULL STOP	
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)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING LANDING & THEN LANDED HARD ON THE NOSE GEAR WHICH COLLAPSED. THE PLT STATED THERE WAS LOW-LEVEL TURBULENCE. THE PLT WAS NOT ENTERED INTO ANY FORMAL TRAINING PROGRAM NOR DID HE HAVE AN INSTRUCTOR. HE HAD ACCUMULATED ABOUT 12 HRS OF DUAL BETWEEN 1975 & 1980. HE MOST RECENT DUAL WAS NOT WITH A CFI.

Brief of Accident (Continued)

File No. - 461

5/09/83

FREDONIA,KS

A/C Reg. No. N8317J

Time (Lc1) - 1015 CDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
- 

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

Finding(s)

6. 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) 1,2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 415      5/16/83      GARDNER,KS      A/C Reg. No. N780H      Time (Lcl) - 1600 CDT

-----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 -LANDING					

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470S	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	OSKALOOSA,KS	MUNICIPAL
Wind Dir/Speed- 145/008 KTS	<b>ATC/Airspace</b>	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3053/ 120
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

<b>Pilot-In-Command</b>	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15535
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 5000
		Last 90 Days- 151
		Multi-Eng - 14285

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS THOROUGHLY PREFLIGHTED TO CHECK FOR WATER IN FUEL. THE ACFT HAD BEEN OUTDOORS IN RAIN FOR SEVERAL WEEKS. RUN-UP AND TAXI WERE NORMAL. DURING RIGHT TURN OUT OF TRAFFIC THE ENGINE QUIT. THE PILOT MADE A LANDING IN A FIELD AND NOSED OVER. THE ACFT FUEL FILTER AND CARBURETOR WERE FULL OF WATER FOLLOWING THE ACCIDENT. THE FUEL CELLS WERE FOUND TO HAVE RIDGES AND STEPS SO HIGH THAT TRAPPED WATER WAS NEXT TO IMPOSSIBLE TO REMOVE BY NORMAL PREFLIGHT METHODS. THESE CELLS WERE FACTORY INSTALLED. ALSO THE FACTORY INSTALLED ADAPTERS HAD ERODED ALLOWING WATER TO ENTER AROUND THE FUEL CAPS.

Brief of Accident (Continued)

File No. - 415

5/16/83

GARDNER,KS

A/C Reg. No. N780H

Time (Lc1) - 1600 CDT

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

Finding(s)

1. FLUID,FUEL - WATER
  2. MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL
  3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
  4. FUEL SYSTEM,TANK - IMPROPER
  5. FUEL SYSTEM,CAP - LEAK
- 

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. - 430      5/24/83      TROY,KS      A/C Reg. No. N3GK      Time (Lcl) - 1815 CDT

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

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

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 305 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HIGHLAND,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 -	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5067
SE LAND,ME LAND	Months Since - 23	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 142
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 4645

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE WHILE THE PILOT WAS LOCATING A FIELD TO SPRAY AT A LATER DATE. THE PILOT SAW TELEPHONE LINES AND FLEW OVER THEM BUT HIT THE POWERLINES WHICH WERE 20 FEET HIGHER. THE SKIDS CAUGHT THE WIRES AND HELICOPTER NOSED DOWN, DRAGGING THE LINES 110 FEET BEYOND THE WIRE IMPACT. THE PILOT MANAGED TO FREE HIMSELF BEFORE THE FIRE CONSUMED THE HELICOPTER.

Brief of Accident (Continued)

File No. - 430

5/24/83

TROY,KS

A/C Reg. No. N3GK

Time (Lc1) - 1815 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 404      3/04/83      FLORENCE, KY      A/C Reg. No. N63892      Time (Lcl) - 1350 EST

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

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

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

Make/Model	- BEECH C-23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - ACFT RADIO	WINSTON-SALEM, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FLORENCE	GREATER CINCINNATI
Wind Dir/Speed - 210/013 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7800/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 13000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 221	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 11	Last 30 Days - UNK/NR
	Aircraft Type - C-23	Instrument - 19	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE NOSE GEAR COLLAPSED DURING LANDING. THE ACFT WAS ALLOWED TO BOUNCE TWICE AND ON THE THIRD TOUCHDOWN THE NOSE GEAR HIT FIRST AND COLLAPSED. A POST IMPACT FIRE WAS CONFINED TO THE ENGINE COMPARTMENT AND WAS EXTINGUISHED BY CFR PERSONNEL.



Brief of Accident (Continued)

File No. - 404

3/04/83

FLORENCE, KY

A/C Reg. No. N63892

Time (Lc1) - 1350 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - NOT USED - PILOT IN COMMAND
- 

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

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) 1,2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 423      5/25/83      LEXINGTON, KY      A/C Reg. No. N591W      Time (Lcl) - 2141 EDT

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

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

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

Make/Model - SIAI-MERCHETTI FN333	Eng Make/Model - CONTINENTAL IO-470P	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1430	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LANSING, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BLUE GRASS
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6498/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 4300 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4870
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 431
	Aircraft Type - UNK/NR	Instrument- 938
		Multi-Eng - 3409
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING TAXIED IN FROM LANDING WHEN THE ENGINE QUIT. THE PILOT CRANKED THE ENGINE TO RESTART, AN EXPLOSION WAS HEARD AND FLAMES APPEARED IN THE CABIN AREA. THE PILOT EVACUATED THE ACFT AS FLAMES TOTALLY DESTROYED IT. THE ENGINE IS MOUNTED ABOVE AND TO THE REAR OF THE CABIN.

Brief of Accident (Continued)

File No. - 423

5/25/83

LEXINGTON, KY

A/C Reg. No. N591W

Time (Lc1) - 2141 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation   TAXI - FROM LANDING

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

Occurrence #2        FIRE  
Phase of Operation   TAXI - FROM LANDING

Finding(s)  
2. ENGINE ASSEMBLY - FIRE  
3.    UNDETERMINED  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 497      4/23/83      ASHLEY FALLS,MA      A/C Reg. No. N86948      Time (Lcl) - 1400 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 - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320-E1A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
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	OFF AIRPORT/STRIP
Method - N/A	NO. CANAAN,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NO. CANAAN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT HE WAS ABOUT A HALF MILE FROM THE AIRPORT WHEN THE ENGINE QUIT. HE RESTARTED IT BUT IT QUIT A 2ND TIME AND WOULD NOT RESTART. BY THIS TIME THE ACFT WAS DOWN TO ABOUT 200 FT. A RIGHT TURN WAS MADE TO LAND ON AN ISLAND. THE ACFT LANDED SHORT IN ABOUT 2 FT OF WATER AND NOSED OVER. THE MIXTURE CONTROL CABLE WAS FOUND NOT SECURED ALLOWING IT TO MOVE TO IDLE CUT OFF.

Brief of Accident (Continued)

File No. - 497

4/23/83

ASHLEY FALLS, MA

A/C Reg. No. N86948

Time (Lcl) - 1400 EDT

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

Finding(s)

1. MIXTURE CONTROL, CABLE - DISCONNECTED

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

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

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 498      5/19/83      BEDFORD, MA      A/C Reg. No. N3201K      Time (Lcl) - 1410 EDT

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

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

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

Make/Model - GLOBE SWIFT GC-1B	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 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- UNK/NR 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> ON AIRPORT  <b>Airport Data</b> HANSCOM FIELD Runway Ident - 23 Runway Lth/Wid - 5106/ 150 Runway Surface - ASPHALT Runway Status - DRY
--	---	--

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

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 42 Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1870 Make/Model- 723 Instrument- 485 Multi-Eng - 11 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 52
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT AT 250 FEET DURING THE TAKEOFF CLIMB. NO CAUSE FOR THE ENGINE FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 498

5/19/83

BEDFORD,MA

A/C Reg. No. N3201K

Time (Lc1) - 1410 EDT

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

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

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

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

Finding(s)  
2. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 584      5/21/83      TAUNTON,MA      A/C Reg. No. N2632G      Time (Lcl) - 1700 EDT

-----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	3
Accident Occurred During -TAXI					

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

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470L	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TAUNTON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 520
SE LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 468
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 15
		Multi-Eng - 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SMALL ROCK DURING TAXI FROM LANDING. AS THE PILOT TAXIED BACK TO THE RAMP AREA ALONG A DIRT TAXIWAY HE OBSERVED THREE PEOPLE STANDING IN THE WAY. THE PILOT TAXIED ONTO THE GRASS TO AVOID THE PEOPLE AND WHILE STILL TAXIING THE ACFT STRUCK A ROCK PROTRUDING FROM THE GROUND ABOUT 4 INCHES. THE NOSE GEAR YOKE BROKE AT THE FORK AND THE ACFT DROPPED ONTO ITS PROP AND NOSE.



Brief of Accident (Continued)

File No. - 584

5/21/83

TAUNTON,MA

A/C Reg. No. N2632G

Time (Lc1) - 1700 EDT

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

Finding(s)

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

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

Occurrence #3        NOSE DOWN  
Phase of Operation    TAXI - FROM LANDING

-----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. - 582      6/04/83      LAKEVILLE,MA      A/C Reg. No. N74788      Time (Lcl) - 1740 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - MOONEY M20B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TAUNTON,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg -	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1840
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1440
		Instrument- 600
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Multi-Eng - 215

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE SMOOTH WATER OF A RESERVOIR WHILE FLYING LOW DURING AN AFTERNOON FLIGHT. THE ACFT CRASHED ABOUT 1000 FT OFFSHORE WHEN THE RIGHT WING TIP COLLIDED WITH THE SURFACE OF THE WATER. THE ACFT THEN SANK IN 15-20 FT OF WATER. THE PILOT STATED THAT THE SMOOTH GLASSY SURFACE OF THE WATER INTERFERRED WITH HIS DEPTH PERCEPTION. DUE TO THIS DIFFICULTY IN JUDGING THE HEIGHT ABOVE THE WATER VISUALLY HE SHOULD HAVE FLOWN HIGHER HE SAID.

Brief of Accident (Continued)

File No. - 582

6/04/83

LAKEVILLE, MA

A/C Reg. No. N74788

Time (Lc1) - 1740 EDT

---

Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. ALTITUDE - IMPROPER - PILOT IN COMMAND
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  4. BUZZING - PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 539      6/04/83      NEWPORT, MD      A/C Reg. No. N2046D      Time (Lcl) - 1930 EDT

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

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

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

Make/Model - ROTEC ENGINEERING RALLY 3	Eng Make/Model - ROTEC 1	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 - UNK/NR	

-----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	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 10
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER ONTO ITS WINGS DURING LANDING ON A SOFT MUDDY FIELD. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THE PILOT STATED HE WAS MAKING A SOFT FIELD LANDING ON THE MUDDY FIELD. THE ACFT TOUCHED DOWN HARD IN A NOSEDOWN ATTITUDE. THE RT SIDE LANDING GEAR PIVOTED AND DUG IN FLIPPING THE ULTRALIGHT OVER ON THE WINGS. THE WINDS AT THE TIME WERE LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 539

6/04/83

NEWPORT, MD

A/C Reg. No. N2046D

Time (Lc1) - 1930 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. FLARE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND  
3. TERRAIN CONDITION - SOFT  
4. TERRAIN CONDITION - WET  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 535      5/19/83      BANGOR, ME      A/C Reg. No. N24687      Time (Lcl) - 0928 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		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
					1
					0

-----Aircraft Information-----

Make/Model - BEECH SPORT	Eng Make/Model - LYCOMING D-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	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	BANGOR, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BANGOR
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 14000/ 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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 0
		Last 30 Days- 1
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RUNWAY AND COLLAPSED THE LANDING GEAR DURING LANDING. THE STUDENT PILOT HAD MADE 7 SUCCESSFUL LANDINGS. ON THIS FINAL LANDING A GUST OF WIND BLEW THE ACFT ACROSS THE RUNWAY AND THE PILOT LOST DIRECTION CONTROL. THE ACFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND THE LANDING GEAR COLLAPSED. THE STUDENT PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 535

5/19/83

BANGOR, ME

A/C Reg. No. N24687

Time (Lcl) - 0928 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
  5. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
- 

Occurrence #2        COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
  7. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 500      5/20/83      GREENVILLE, ME      A/C Reg. No. N9052M      Time (Lc1) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier - JACKS AIR SERVICE	SUBSTANTIAL				
Type of Operation - NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During - LANDING			0	0	None
			0	0	1
				0	3

-----Aircraft Information-----

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREENVILLE, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	HORSESHOE POND, ME	
Wind Dir/Speed- UNK/NR		Runway Ident - N/A
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- FOG	Type Apch/Lndg - 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)
ATP	Current - UNK/NR	Total - 12650
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 3500
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 120
		Rotorcraft - 150
		Multi-Eng - 7500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE WX WAS ESTIMATED AT 2,000 TO 2,500 FT OVERCAST WHEN THE FLT DEPARTED GREENVILLE AT 1820. HORSESHOE POND IS 1,500 FT MSL & SURROUNDED BY 2,700 FT MOUNTAINS. AS THE ACFT APPROACHED THE PASS THE POND WAS VISIBLE. HOWEVER A SOUTH WIND PREVAILED & FOG HAD ROLLED OVER THE RIDGE ENVELOPING THE PASS. VISIBILITY WAS REDUCED TO NEAR ZERO WITHIN YARDS OF THE POND. THE PLT WAS UNABLE TO TURN AROUND IN THE PASS & MADE A FORCED LANDING IN THE TREE TOPS.



Brief of Accident (Continued)

File No. - 500

5/20/83

GREENVILLE, ME

A/C Reg. No. N9052M

Time (Lc1) - 1830 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation

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

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. - 482      1/03/83      DETROIT, MI      A/C Reg. No. N25920      Time (Lcl) - 1135 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	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 - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2D	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 - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DETROIT CITY
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5091/ 100
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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 23
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS SHE WAS CROSSING THE THRESHOLD SHE NOTICED THAT THE ACFT HAD BEEN BLOWN OVER TOO FAR TO THE RIGHT OF THE RWY. AFTER CORRECTING FOR THIS, SHE LEVELED OFF TOO HIGH & THE ACFT NOSED DOWN ONTO THE RWY.

Brief of Accident (Continued)

File No. - 482

1/03/83

DETROIT, MI

A/C Reg. No. N25920

Time (Lc1) - 1135 EST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
  4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
  5. LANDING GEAR, NOSE GEAR - OVERLOAD
  6. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 542      2/12/83      THREE OAKS,MI      A/C Reg. No. N6487W      Time (Lcl) - 2320 CST

-----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	Pass	0	0	0	2
Accident Occurred During -LANDING	NONE				

-----Aircraft Information-----

Make/Model - PIPER PA28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	OSELKA
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2770/ 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 - UNK/NR	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A WIRE DURING THE LANDING APPROACH AND LANDED HARD ENOUGH TO COLLAPSE THE NOSE GEAR. ACCORDING TO THE OWNER THE FLT WAS NOT AUTHORIZED AND THE PERSON AT THE CONTROLS HELD NO PILOT CERTIFICATE. THE PILOT MADE THE FOLLOWING STATEMENT, "I WAS SIMPLY TOO LOW AND THE RIGHT WHEEL CAUGHT THE ELECTRIC WIRE WHICH FORCED THE PLANE NOSE OVER, AT WHICH TIME ALL I COULD DO WAS PULL THE RUDDER ALL THE WAY BACK TO KEEP FROM LANDING ON THE NOSE. AS IT HAPPENED I LANDED IN AN UPRIGHT POSITION BUT I HIT TOO HARD AND BROKE OFF THE NOSE WHEEL."

Brief of Accident (Continued)

File No. - 542

2/12/83

THREE OAKS,MI

A/C Reg. No. N6487W

Time (Lcl) - 2320 CST

Occurrence #1 . IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INITIATED - UNQUALIFIED PERSON
3. PROPER ALTITUDE - NOT MAINTAINED - UNQUALIFIED PERSON

Occurrence #2 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - NOT POSSIBLE - UNQUALIFIED PERSON

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 452      2/13/83      JACKSON, MI

A/C Reg. No. N47875

Time (Lcl) - 1009 CST

-----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 - PIPER PA-28R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360  
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 - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CLEVELAND, OH  
Destination  
DES MOINES, IA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

JACKSON  
Runway Ident - 23  
Runway Lth/Wid - 5344/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 326  
Last 24 Hrs - 2  
Make/Model- 326  
Last 30 Days- UNK/NR  
Instrument- 49  
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

COMPLETE ELECTRICAL FAILURE OCCURRED AT 8,000 FT. THE PLT DIVERTED TO JACKSON & THE ACFT LANDED WHEELS-UP. THE PLT LATER STATED THAT HE THOUGHT HE WAS FAMILIAR WITH THE EMERGENCY GEAR EXTENSION PROCEDURES IN THE FLT MANUAL BUT THAT HE MIGHT NOT HAVE PUT THE SELECTOR SECURELY IN THE EMERGENCY DOWN POSITION. THE ELECTRICAL CIRCUIT BETWEEN THE REGULATOR & ALTERNATOR FIELD WAS FOUND TO HAVE AN OPEN CIRCUIT WHICH WOULD NOT ALLOW THE ALTERNATOR TO FUNCTION CAUSING BATTERY FAILURE.

Brief of Accident (Continued)

File No. - 452

2/13/83

JACKSON, MI

A/C Reg. No. N47875

Time (Lcl) - 1009 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM - OPEN
2. ELECTRICAL SYSTEM, BATTERY - FAILURE, TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
4. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 515      5/17/83      STOCKBRIDGE,MI      A/C Reg. No. N37SP      Time (Lcl) - 2020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SCHAFFER/PROVENCER UW	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHELSEA,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STOCKBRIDGE,MI	
Wind Dir/Speed- 167/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 17.0 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 - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 479
SE LAND	Months Since - UNK/NR	Make/Model- 80
FREE BALLOON	Aircraft Type - UW	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON LANDED DOWNSLOPE AT ABOUT 7 KTS IN A RIP/DRAW LANDING WITHOUT GROUND ASSISTANCE. ONE OF THE TWO PASSENGERS WAS ON THE DOWNSLOPE SIDE OF THE BASKET FACING THE DIRECTION OF LANDING. SHE LOST HER GRIP ON THE TOP RAIL OF THE BASKET DURING TOUCHDOWN AND GOT HER ARM CAUGHT BETWEEN GROUND AND BASKET. HER ARM WAS BROKEN DURING THE 15 YARD DRAG. PILOT'S RECOMMENDATIONS INCLUDED BETTER BRIEFING OF PASSENGERS ON HAND HOLDS AND POSITIONING UPWIND AWAY FROM LANDING DIRECTION IN BASKET PRIOR TO TOUCHDOWN.



Brief of Accident (Continued)

File No. - 515

5/17/83

STOCKBRIDGE, MI

A/C Reg. No. N37SP

Time (Lcl) - 2020 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - DOWNHILL
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER  
Phase of Operation LANDING - ROLL

Finding(s)

3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 516      5/18/83      DETROIT,MI      A/C Reg. No. N67880      Time (Lcl) - 0127 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----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 - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	YPSILANTI,MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DETROIT,MI	
Wind Dir/Speed- 130/005 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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 115
SE LAND	Months Since - UNK/NR	Make/Model- 4
	Aircraft Type - 152	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING OFF AIRPORT AND COLLAPSED THE RT MAIN LANDING GEAR DURING A LANDING ON A STREET AFTER THE ENGINE QUIT. INVESTIGATION REVEALED THAT THE ACFT WAS FILLED WITH FUEL FOR 2 AFTERNOON FLIGHTS AND NOT REFUELED AFTERWARDS. DURING THE SUBSEQUENT NIGHT FLT THE ENGINE QUIT AFTER 3.4 HOURS OF FLYING FOR A TOTAL OF 4.5 HOURS FLYING TIME. FURTHER EXAMINATION REVEALED A LITTLE OVER ONE GALLON OF FUEL IN THE ACFT. THE ENGINE WAS STARTED AND RAN MOMENTARILY.

Brief of Accident (Continued)

File No. - 516

5/18/83

DETROIT, MI

A/C Reg. No. N67880

Time (Lcl) - 0127 EDT

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. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
8. REFUELING - NOT PERFORMED - 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)

9. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
10. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,5,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 567      6/02/83      JACKSON, MI      A/C Reg. No. N20082      Time (Lcl) - 1603 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING D-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 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	ANN ARBOR, MI	REYNOLDS FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 952
SE LAND	Months Since - 8	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 100
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ENG QUIT AT ABOUT 100-200 FT AGL AFTER TAKEOFF. HE EXECUTED A DESCENDING RIGHT TURN TO REMAIN WITHIN THE ARPT BOUNDARY & THE ACFT STRUCK THE GROUND. THE UPPER PORTION OF THE MAGNETO MOUNT FLANGE WAS BROKEN & THE MAGNETO WAS HANGING BY THE IGNITION WIRES. THE MAGNETO UPPER FLANGE HAD A RECTANGULAR WEAR PATTERN CORRESPONDING TO THE MOUNT BLOCK ABOUT 1/8 INCH DEEP. THE FLANGE HAD CRACKED AWAY AT THAT POINT. THE LOWER MOUNT BLOCK & NUT WERE MISSING. IT APPEARED THAT EITHER THE BOTTOM NUT WAS LEFT OFF OR HAD VIBRATED OFF.

Brief of Accident (Continued)

File No. - 567

6/02/83

JACKSON,MI

A/C Reg. No. N20082

Time (Lcl) - 1603 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL
  2. IGNITION SYSTEM,MAGNETO - DISCONNECTED
  3. MAINTENANCE,INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL
- 

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

### Brief of Accident

Time (Lc1) - 2300 CDT

	Injuries			
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	1	

Fire  
NONE

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

HOLLAND PARK TWSP.  
Runway Ident - 05  
Runway Lth/Wid - 3075/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT			
Flight Time (Hours)			
Total	-	552	Last 24 Hrs - UNK/
Make/Model	-	464	Last 30 Days- UNK/
Instrument	-	121	Last 90 Days-
Multi-Eng	-	6	

Instrument Rating(s) - AIRPLANE

THE ACFT RAN OFF THE END OF THE RUNWAY AND COLLIDED WITH TREES DURING LANDING. THIS RUNWAY IS 3075 FEET LONG. THE WIND WAS CALM AND THE PILOT FAILED TO USE FLAPS. THE PILOT WAS MAKING A SIMULATED ENGINE FAILURE-POWER OFF-LANDING. HE SAID WHEN IT BECAME APPARENT THAT HE HAD RUN OUT OF RUNWAY HE CHOSE TO TURN LEFT TO AVOID A DITCH BUT IN DOING SO HE COLLIDED WITH A STAND OF YOUNG SAPLINGS.

Brief of Accident (Continued)

File No. - 509

7/11/83

HOLLAND,MI

A/C Reg. No. N9277

Time (Lc1) - 2300 CDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 596      3/14/83      ST. LOUIS, MO      A/C Reg. No. N9024Z      Time (Lcl) - 1415 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	DESTROYED		Fatal	Serious	Minor
Type of Operation -INSTRUCTIONAL	Fire	Crew	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - ROBINSON R-22	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 - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EAST ST. LOUIS, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 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 - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 748
SE LAND,ME LAND	Months Since - 10	Make/Model- 110
HELICOPTER	Aircraft Type - 47G2	Instrument- 41
		Multi-Eng - 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- 39
		Last 90 Days- 112
		Rotorcraft - 334

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS OBSERVED BY SEVERAL WITNESSES FLYING AT 200-300 FEET ABOVE THE MISSISSIPPI RIVER. AS IT WOBBLED AND BUFFETED AND ROLLED TO THE RIGHT. IT WAS SPINNING AND THE TAIL ROTOR SEPARATED SHORTLY FOLLOWED BY AN EXPLOSION WITH A BLUEISH/WHITE SMOKE AND PIECES FLYING OFF AS IT FELL INVERTED. DURING THE FALL THE MAIN ROTOR SEPARATED AND WHAT WAS LEFT FELL INTO THE RIVER. A TUG BOAT RECOVERED SOME PAPERS, TWO CUSHIONS AND A WALLET BELONGING TO THE STUDENT PILOT. SEARCHING AND DRAGGING OPERATIONS WERE CONDUCTED FOR 4 DAYS WITH NEGATIVE RESULTS AND WERE TERMINATED. THE WRECKAGE AND BODIES HAVE NOT BEEN RECOVERED.



Brief of Accident (Continued)

File No. - 596

3/14/83

ST. LOUIS, MO

A/C Reg. No. N9024Z

Time (Lcl) - 1415 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 553      4/03/83      CONCORDIA, MO      A/C Reg. No. N3102U      Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182F	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</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="text-align: center;">MARSHALL, MO</p> <p>Destination</p> <p style="text-align: center;">LIBERTY, MO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 19
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FORCED TO LAND IN A WHEATFIELD WHEN THE ENGINE QUIT. THE STUDENT PILOT WAS ON A SOLO CROSS-COUNTRY FLIGHT CRUISING AT 2000 FEET WHEN THE ENGINE LOST POWER. THE FLT. HAD STARTED ABOUT 30 MINUTES BEFORE THE ACCIDENT. THE DEW POINT WAS 32 AND THE TEMPERATURE 45 DEGREES F. THE TANK SELECTOR WAS ON BOTH TANKS. THE MECHANIC WHO EXAMINED THE ACFT AFTER THE ACCIDENT SAID HE DRAINED ABOUT 15 GALLONS OF FUEL FROM THE ACFT AND FOUND ONLY A SMALL AMOUNT OF SEDIMENT IN THE FUEL FROM THE STRAINER. NO WATER OR OTHER CONTAMINATION WAS FOUND. THE NOSE GEAR WAS REPAIRED AND THE ACFT WAS FLOWN FROM THE ACCIDENT SITE TO LIBERTY MO. AND NO POWER PLANT DEFICIENCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 553

4/03/83

CONCORDIA,MO

A/C Reg. No. N3102U

Time (Lc1) - 1630 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

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. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 442      4/30/83      STOVER,MO

A/C Reg. No. N1091X

Time (Lcl) - 2032 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

1

3

0

0

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 4570

No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360E

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 215 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 030/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

KAISER,MO

Destination

OLATHE,KS

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,ME LAND

Age - 61

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4609

Make/Model- 530

Instrument- UNK/NR

Multi-Eng - 1190

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 A WOODED AREA IN A HIGH SPEED DESCENT ON A DARK AND STORMY NIGHT. THE PILOT HAD TELEPHONED THE ST. LOUIS FSS ON 04/30/83 AND REQUESTED KANSAS CITY WEATHER. THE WEATHER BRIEFER ADVISED THE PILOT THAT THE AREA WAS IN A TORNADO WATCH. THE PILOT ACKNOWLEDGED AND WAS GIVEN THE BRIEFING HE REQUESTED. THE PILOT DID NOT FILE A FLT PLAN OR MAKE ANY RADIO CALLS. THE FLT WAS MONITORED ON RADAR AND SEEN TO DISAPPEAR AT 2033 CDT. WHEN HE WAS REPORTED MISSING HIS POSITION WAS PLOTTED FROM THIS LAST KNOWN POSITION AND THIS IS WHERE HE WAS FOUND ON 05/03/83 BY CAP. THE WEATHER MAP INDICATES HE WAS IN A THUNDERSTORM AREA AT THE TIME OF THE CRASH. THE PILOT WHO WAS NOT INSTRUMENT RATED AND HIS 3 PASSENGERS WERE FATALLY INJURED.

Brief of Accident (Continued)

File No. - 442

4/30/83

STOVER,MO

A/C Reg. No. N1091X

Time (Lcl) - 2032 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT

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) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 441      5/28/83      FULTON, MO      A/C Reg. No. N21CS      Time (Lc1) - 2015 CDT

-----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	- BEECH J35	Eng Make/Model	- CONTINENTAL IO-470-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	FAIRFIELD, IA	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	SAME AS ACC/INC	MUNICIPAL
Basic Weather		Runway Ident
- VMC		- 23
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
- VARIABLE	Type of Flight Plan	- 3200/ 50
Visibility	- NONE	Runway Surface
- 20.0 SM	Type of Clearance	- ASPHALT
Lowest Sky/Clouds	- UNK/NR	Runway Status
- CLEAR	Type Apch/Lndg	- DRY
Lowest Ceiling	- NONE	
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 136	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model - 39	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT BEFORE LANDING HE WAS HAVING ELECTRICAL PROBLEMS AND SHORTLY AFTER TOUCHDOWN ALL THREE LANDING GEAR COLLAPSED. THE PERSONS WHO REMOVED AND INSPECTED THE ACFT HAVE STATED THAT THE DAMAGE TO THE LANDING GEAR DOORS CONSISTED OF FRONT-TO-REAR MARKS ON THE FLAT SURFACES OF THE DOORS.

Brief of Accident (Continued)

File No. - 441

5/28/83

FULTON,MO

A/C Reg. No. N21CS

Time (Lc1) - 2015 CDT

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 505      6/03/83      CHESTERFIELD, MO      A/C Reg. No. N69CZ      Time (Lcl) - 1711 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WICHITA,KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 250/012 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6008/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2411
SE LAND, ME LAND	Months Since - 13	Make/Model- 405
	Aircraft Type - PA-34	Instrument- 89
		Multi-Eng - 1326
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SWERVED OFF THE RUNWAY INTO SOFT TERRAIN AND COLLAPSED THE MAIN GEAR DURING LANDING. THE PILOT STATED THAT A NORMAL LANDING WAS MADE AFTER WHICH THE LEFT TIRE BLEW OUT AND THE ACFT SWERVED OFF THE RUNWAY. EXAMINATION OF THE TIRE AFTER THE ACCIDENT SHOWED THE TIRE WAS FLAT BUT THERE WAS NO EVIDENCE OF A BLOWOUT.



Brief of Accident (Continued)

File No. - 505

6/03/83

CHESTERFIELD,MO

A/C Reg. No. N69CZ

Time (Lc1) - 1711 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,TIRE - NO PRESSURE

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
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

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. - 483      6/15/83      PUXICO,MO      A/C Reg. No. N4813Y      Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PUXICO,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BERNIE,MO	Runway Ident - N/A
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1455
SE LAND	Months Since - 13	Last 24 Hrs - 15
	Aircraft Type - PA-28	Make/Model- 1200
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE TRIMMING A RICE FIELD HE WAS WATCHING HIS DRIFT & WHEN HE LOOKED FORWARD HE SAW THE TRANSMISSION LINE BUT WAS TOO CLOSE TO AVOID THE LINES.

Brief of Accident (Continued)

File No. - 483

6/15/83

PUXICO,MO

A/C Reg. No. N4813Y

Time (Lcl) - 1630 CDT

-----  
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. - 462      1/02/83      LAUREL, MS      A/C Reg. No. N5291M      Time (Lcl) - 0344 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	19
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-226TC	Eng Make/Model - AIRESEARCH TPE3313UW303G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - UNK/NR	
No. of Seats - 20	Rated Power - 940 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	BATON ROUGE, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CHAMBLEE, GA	PINE BELT REGIONAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6501/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5469
ME LAND	Months Since - 15	Make/Model- 2800
	Aircraft Type - UNK/NR	Instrument- 984
		Multi-Eng - 3664
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 82
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 11,000 FT MSL DURING CRUISE A PROP SEPARATED FROM THE LEFT ENG. THE ENG WAS FEATHERED & THE PLT OBSERVED THE ENG DISPLACED INBOARD & DOWNWARD. AN EMERGENCY LANDING WAS MADE & UPON LANDING THE LEFT MAIN GEAR WAS FOUND TO BE RETRACTED. THE ACFT SLID TO A STOP COMING TO REST ON THE ADJACENT TAXIWAY. METALLURGICAL EXAMINATION REVEALED THAT THE BLADE FAILED FROM FATIGUE INITIATING AT CORROSION PITS ON THE INTERIOR OF THE FAILED BLADE BALANCE HOLE. THE PAINT IN THE BALANCE HOLE WAS DISCONTINUOUS & NON-UNIFORM. THERE WAS NO EVIDENCE OF THE HOLE HAVING BEEN SHOTPEENED. OVERHAUL INSTRUCTIONS REQUIRE SHOTPEENING OF THE BALANCE HOLE. TSO WAS CALCULATED AS 1565.8 HRS.

Brief of Accident (Continued)

File No. - 462

1/02/83

LAUREL,MS

A/C Reg. No. N5291M

Time (Lc1) - 0344 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - CORRODED
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
4. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
5. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
7. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 5,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 576      2/25/83      CUT BANK, MT      A/C Reg. No. N9929T      Time (Lcl) - 1440 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LINDBERG
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 670
SE LAND	Months Since - 17	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 28
		Instrument- 55
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER AFTER OVERRUNNING THE END OF THE RUNWAY DURING AN ABORTED TAKEOFF. THE RUNWAY WAS GRASS AND THERE WAS A 90 DEGREE CROSSWIND. DURING TAKEOFF A DOWNDRAFT PUT THE ACFT BACK ON THE GROUND. THE PILOT DECIDED TO ABORT THE TAKEOFF AND RETARDED THE THROTTLE. THE ACFT WAS ALLOWED TO ROLLOUT OFF THE PREPARED AREA INTO A STUBBLE FIELD AND SOFT TERRAIN WHERE THE NOSE GEAR SANK IN AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 576

2/25/83

CUT BANK, MT

A/C Reg. No. N9929T

Time (Lc1) - 1440 MST

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - DOWNDRAFT
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 503      5/27/83      DECKER,MT

A/C Reg. No. N5259E

Time (Lc1) - 2000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 180B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

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 - 52  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 238  
Make/Model- 18  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE TAILWHEEL ACFT GROUNDLOOPED ON TAKEOFF AS THE TAIL CAME UP AND THE ACFT SWERVED SHARPLY TO THE LEFT. DURING THE TURN AT ABOUT 40 MPH THE ACFT NOSED OVER. THE PILOT NOTICED A PULLING TO THE LEFT AS THE TAKEOFF ROLL COMMENCED BUT THOUGHT HE COULD CONTAIN IT SO HE CONTINUED THE TAKEOFF. INVESTIGATION REVEALED THAT BOTH TIRES HAD BEEN REPLACED 41 HOURS PRIOR TO THE ACCIDENT. BOTH TIRES HAD EVIDENCE OF SCRUBBING AND FEATHERED EDGES INDICATING EXCESSIVE TOW OUT SETTING.



Brief of Accident (Continued)

File No. - 503

5/27/83

DECKER,MT

A/C Reg. No. N5259E

Time (Lc1) - 2000 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,MAIN GEAR - INCORRECT
2. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 506      2/05/83      GREENSBORO, NC      A/C Reg. No. N3032V      Time (Lcl) - 1415 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150M	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LUMBERTON, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WINSTON-SALEM, NC	GREENSBORO HIGH PT. RGNL.
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6380/ 150
Lowest Sky/Clouds - 18000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	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)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A PLOWED FIELD AFTER THE ENGINE QUIT. THE STUDENT PILOT WAS ON A SOLO CROSS-COUNTRY AND HAD LANDED ONCE DURING THE FLIGHT BUT DID NOT REFUEL THE ACFT. THE STUDENT HAD INCREASED HIS FLIGHT TIME ON THE 1ST LEG OF THE FLIGHT BY GETTING LOST. WHEN HE CONTACTED HIS INSTRUCTOR BEFORE DEPARTURE FOR HIS RETURN LEG HE DID NOT ADVISE HIM OF THIS DEVIATION WHICH DEPLETED HIS FUEL SUPPLY. THE ACFT RAN OUT OF FUEL 10 MILES SHORT OF DESTINATION.

Brief of Accident (Continued)

File No. - 506

2/05/83

GREENSBORO, NC

A/C Reg. No. N3032V

Time (Lc1) - 1415 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 508      5/14/83      HICKORY, NC      A/C Reg. No. N4665Q      Time (Lcl) - 1400 EDT

-----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 -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	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	STATESVILLE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILSON AIRPORT
Wind Dir/Speed- 210/011 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
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 - YES	Total - 1111
SE LAND	Months Since - 12	Make/Model- 576
	Aircraft Type - 210-L	Instrument- 114
		Multi-Eng - 4
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE END OF A GRASS STRIP AND NOSED OVER. THE PILOT SAID THE APPROACH AND TOUCHDOWN WERE NORMAL BUT THE ACFT DID NOT SLOW AS FAST AS HE EXPECTED. AS THE RUNWAY END APPROACHED THE PILOT USED HARD BRAKING AND THE ACFT SLID OFF THE END OF THE STRIP. IT SLID OVER A DROP-OFF 3 FT HIGH ONTO A ROAD COLLAPSING THE NOSE GEAR AND NOSING OVER AS IT COLLIDED WITH A SMALL DIRT BANK.

Brief of Accident (Continued)

File No. - 508

5/14/83

HICKORY, NC

A/C Reg. No. N4665Q

Time (Lcl) - 1400 EDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 599      6/02/83      NEW MARKET, NH      A/C Reg. No. N587H      Time (Lcl) - 1320 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -BUSINESS	Fire	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	1
Accident Occurred During -LANDING				0

-----Aircraft Information-----

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING HIO-360-E	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 3	Rated Power - 205 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAMPTON BEACH, NH	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - UNK/NR	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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 551
SE LAND	Months Since - 19	Make/Model- 260
HELICOPTER	Aircraft Type - M-231	Instrument- 19
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - 260

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING A NORMAL RUN-UP & MAG CHECK, THE PLT HOVERED IN GROUND EFFECT. A NORMAL TAKEOFF WAS THEN MADE IN GROUND EFFECT. AT ABOUT 200 FT AGL THE PLT NOTICED THE RPM DROPPING FROM 2900 TO ABOUT 2700. HE TRIED TO RESTORE BY DROPPING COLLECTIVE & INCREASING THROTTLE, BUT THERE WAS NO RESPONSE & THE RPM CONTINUED TO DROP. HE THEN RESTORED COLLECTIVE TO 33-34 INCHES OF MP BUT RPM STILL CONTINUED TO DROP. AT ABOUT 300 FT AGL & WITH THE RPM LAST OBSERVED AT 2300, A FORCED LANDING WAS MADE ON A 45 DEG SLOPING DIRT PILE.

Brief of Accident (Continued)

File No. - 599

6/02/83

NEW MARKET, NH

A/C Reg. No. N587H

Time (Lcl) - 1320 EST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. ADEQUATE ROTOR RPM - 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)

2. TERRAIN CONDITION - DIRT BANK
  3. TERRAIN CONDITION - NONE SUITABLE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 465      6/08/83      BRICKTOWN,NJ      A/C Reg. No. N67155      Time (Lc1) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HILLER UH-12D	Eng Make/Model - LYCOMING VO-435-A1C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FARMINGDALE,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review .	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1729
SE LAND,ME LAND	Months Since - 11	Make/Model- 360
	Aircraft Type - UH-12D	Instrument- 81
		Multi-Eng - 34
		Last 24 Hrs - 3
		Last 30 Days- 30
		Last 90 Days- 112
		Rotorcraft - 460

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED AN ERRATIC RPM DROP & A PARTIAL LOSS OF POWER DURING A SWATH RUN. THIS OCCURRED WHEN THE HELICOPTER WAS APRX 10 FT ABOVE TREES AT APRX 40 KTS. THE ACFT BEGAN LOSING AIRSPEED & ALTITUDE. DURING AN EMERGENCY LANDING, THE TAIL ROTOR & MAIN ROTOR BLADES STRUCK TREE BRANCHES & THE PLEXIGLASS & LANDING GEAR WERE DAMAGED. DURING AN INVESTIGATION, THE IGNITION HARNESSSES WERE CHECKED & THE #4 & #6 LEAD ASSEMBLIES, PN 10-720642, SHOWED LEAKAGE AT THE SLEEVE ASSEMBLY POINT (BENDIX PN 10-320473). A PARTIAL TEARDOWN OF THE ENG REVEALED NO OTHER PREIMPACT MECHANICAL FAILURE.



Brief of Accident (Continued)

File No. - 465

6/08/83

BRICKTOWN,NJ

A/C Reg. No. N67155

Time (Lc1) - 1930 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IGNITION SYSTEM,IGNITION HARNESS - OUTPUT LOW
2. IGNITION SYSTEM,IGNITION LEAD - LEAK

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 421      2/04/83      HAWTHORNE, NV      A/C Reg. No. N2865P      Time (Lc1) - 1428 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire	0	Serious	Minor	None
Type of Operation -BUSINESS	NONE	0	0	1	0
Flight Conducted Under -14 CFR 91		0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - LAKE LA4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BEND, OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HAWTHORNE MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 100
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 32000
SE LAND, ME LAND, SE SEA	Months Since - 17	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 322
		Last 30 Days- UNK/NR
		Instrument- 10000
		Last 90 Days- 16
		Multi-Eng - 17000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BOUNCED TWICE AND NOSED OVER DURING LANDING. THE PILOT REPORTED THAT ELEVATOR PROBLEMS HAD OCCURRED SEVERAL TIMES DURING THE FLIGHT. THE ELEVATOR WAS BINDING OR STICKING BUT HE WAS ABLE TO FREE IT. HE CHECKED FOR FREEDOM OF MOVEMENT ON THE DOWNWIND LEG AND EVERYTHING SEEMED NORMAL DURING THE LAST 100 FEET OF THE APPROACH THE ELEVATOR LOCKED AND COULD NOT BE FREED. THE ACFT DESCENDED AND LANDED NOSE FIRST AND BOUNCED. AFTER THE 2ND BOUNCE IT NOSED OVER AND SLID TO A STOP. DURING INVESTIGATION IT WAS FOUND THAT WHEN THE AILERON WAS DEFLECTED LEFT THE AILERON STOP CONTACTED THE WALL OF A BULKHEAD BINDING THE ELEVATOR MOVEMENT. SCARRING WAS NOTED ON THE BULKHEAD FROM THE AILERON CONTROL STOP.

Brief of Accident (Continued)

File No. - 421

2/04/83

HAWTHORNE,NV

A/C Reg. No. N2865P

Time (Lcl) - 1428 PST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - BINDING(MECHANICAL)
  2. FLARE - NOT POSSIBLE - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 485      4/09/83      HAWTHORNE, NY

A/C Reg. No. N8302T

Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Injuries			
ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3
Accident Occurred During -LANDING		Other	0	0	1
				1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CLEVELAND, OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WHITE PLAINS, NY	WESTCHESTER CO.
Wind Dir/Speed- 005 KTS		Runway Ident - 11
Visibility - 8.0 SM	ATC/Airspace	Runway Lth/Wid - 4400/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2800
SE LAND	Months Since - 18	Make/Model- 1000
	Aircraft Type - PA28181	Instrument- 260
		Multi-Eng - 100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED CLEVELAND AT 1539. THE FLT ENROUTE WAS CONDUCTED AT 6,000 FT. ABOUT 45 MI W OF DESTINATION THE FUEL GAGES INDICATED 5 GALS OF FUEL IN EACH OF THE TWO TANKS. AT ABOUT 5 MI W OF THE ARPT THE ENG QUIT. THE PLT MADE A FORCED LANDING ON THE NORTHBOUND LANE OF A PARKWAY & COLLIDED WITH A CAR. THE CARBURETOR HEAT CONTROL CABLE WAS FOUND DISCONNECTED FROM THE VALVE ACTUATING ARM OF THE CARB HEAT ASSY. THE VALVE & ATTACHED ACTUATING ARM WAS IN THE "ON" POSITION. THE CONTROL CABLE WAS INSERTED THROUGH THE SWIVEL FITTING STUD. THE WASHER, NUT & COTTER PIN, WHICH ARE REQUIRED FOR RETENTION & SECURITY TO THE VALVE ACTUATING ARM, WERE MISSING. THE ACFT HAD 83 HRS SINCE THE LAST ANNUAL INSPECTION ON 12/2/82.

Brief of Accident (Continued)

File No. - 485

4/09/83

HAWTHORNE, NY

A/C Reg. No. N8302T

Time (Lcl) - 1930 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. CARBURETOR HEAT CONTROL, LINKAGE - DISCONNECTED
  2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL SUPPLY - INATTENTIVE - 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

-----

-----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. - 496      4/23/83      MILLBROOK, NY      A/C Reg. No. N719      Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-658	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY ACRES
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 20
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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 299
SE LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 6
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS USING RUNWAY 17 FOR TAKEOFF WHEN HE LOST DIRECTIONAL CONTROL. THE ACFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND OVER AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 496

4/23/83

MILLBROOK,NY

A/C Reg. No. N719

Time (Lc1) - 1400 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 TERRAIN  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 433      5/23/83      OLEAN, NY

A/C Reg. No. N3777A

Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1950

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRADFORD, PA

Destination

OLEAN, NY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

OLEAN

Runway Ident - 22

Runway Lth/Wid - 4700/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT '

Flight Time (Hours)

Total - 79

Make/Model- 79

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING TAXI AFTER LANDING WHEN THE ACFT WENT OFF THE RUNWAY INTO SOFT DIRT. THE STUDENT PILOT HAD COMPLETED A CROSS-COUNTRY FLIGHT WITHOUT INCIDENT. AFTER LANDING DURING TAXI AT OLEAN, NY THE PILOT APPLIED BRAKES AND THE ACFT SWERVED TO THE RIGHT ONTO THE GRASSY AREA ALONGSIDE THE RUNWAY. THE FRONT WHEEL SANK INTO THE SOIL AND THE PROPELLER MADE CONTACT WITH THE GROUND. THE ACFT NOSED OVER TO AN INVERTED POSITION. THE WINGS AND COCKPIT WERE DAMAGED. THE WINDSHIELD WAS BROKEN AND THE FRONT GEAR BRACKET WAS BENT.



Brief of Accident (Continued)

File No. - 433

5/23/83

OLEAN,NY

A/C Reg. No. N3777A

Time (Lcl) - 1100 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - FROM LANDING

-----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. - 502      5/28/83      AKRON, NY      A/C Reg. No. N2581F      Time (Lc1) - 1015 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During		-LANDING				

-----Aircraft Information-----

Make/Model	- CHAMPION BELLANCA 7GAA	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p><b>Weather Data</b></p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p><b>Itinerary</b></p> <p>Last Departure Point CAMBRIA, NY</p> <p>Destination AKRON, NY</p> <p><b>ATC/Airspace</b></p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</p>	<p><b>Airport Proximity</b></p> <p>ON AIRPORT</p> <p><b>Airport Data</b></p> <p>AKRON</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3300/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

<p><b>Pilot-In-Command</b></p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p><b>Medical Certificate -</b></p> <p>Flight Time (Hours)</p> <p>Total - 798</p> <p>Make/Model- 255</p> <p>Instrument- 5</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 8</p>
--	--	---	--

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT LANDED ON THE RUNWAY AND GROUND LOOPED OFF TO THE RIGHT, COLLAPSED THE LANDING GEAR AND SETTLED ON THE LEFT WING. THE WING FAILED AT THE STRUT ATTACH POINTS. DAMAGE CONSISTED OF A BROKEN LEFT WHEEL HUB, GEAR STRUT BROKEN, COCKPIT FLOOR RUPTURED AND SPARS OF THE LEFT WING BROKEN. THE ACFT HAD COME IN ON THE APPROACH WITH LEFT WING LOW FOR A CROSSWIND BUT ON LANDING THE LEFT WING CAME UP. AS THE ACFT GROUNDLOOPED TO THE RT THE GEAR FOLDED UNDER.

Brief of Accident (Continued)

File No. - 502

5/28/83

AKRON, NY

A/C Reg. No. N2581F

Time (Lc1) - 1015 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 480      4/25/83      MIDDLETON, OH      A/C Reg. No. N7648U      Time (Lcl) - 1410 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	HOOK FIELD
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 23
Lowest Sky/Clouds	Type of Flight Plan	- 6000/ 100
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- TRAFFIC PATTERN	- DRY
	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- UNK/NR	Total - 247
SE LAND	Months Since	- UNK/NR	Make/Model - 247
	Aircraft Type	- UNK/NR	Instrument - 3
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED ON RUNWAY 23 AND THE WIND WAS GUSTING TO 20 KTS. A GUST OF WIND DRIFTED THE ACFT AWAY FROM THE RUNWAY. THE PILOT APPLIED FULL POWER & THE ACFT BECAME AIRBORNE TRAVELING ACROSS A BASEBALL FIELD. THE LANDING GEAR HIT A BACKSTOP AND THE ACFT NOSED DOWN INTO THE GROUND AT A 40 DEGREE ANGLE.

Brief of Accident (Continued)

File No. - 480

4/25/83

MIDDLETON, OH

A/C Reg. No. N7648U

Time (Lc1) - 1410 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

6. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  7. GO-AROUND - INITIATED - PILOT IN COMMAND
  8. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  9. OBJECT - FENCE
- 

Occurrence #3        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) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 478      6/05/83      DAYTON, OH      A/C Reg. No. N715HR      Time (Lcl) - 1445 EDT

-----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

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172H  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2250  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/YES  
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- 310/015 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 - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DAYTON GENERAL SOUTH  
Runway Ident - 20  
Runway Lth/Wid - 5000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 67  
Biennial Flight Review  
Current - YES  
Months Since - 47  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 428	Last 24 Hrs - 1
Make/Model- 428	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS AWARE OF THE DISPLACED THRESHOLD DUE TO BARRIERS ACROSS THE APPROACH END OF THE RWY. AFTER CLEARING THE LAST BARRIER HE FELT THE ACFT START TO FALL. HE NOSED OVER & ADDED POWER BUT THE NOSE GEAR STRUCK THE RWY FIRST. THE FIREWALL & FUSELAGE WAS DAMAGED.

Brief of Accident (Continued)

File No. - 478

6/05/83

DAYTON, OH

A/C Reg. No. N715HR

Time (Lc1) - 1445 EDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD  
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 597      6/12/83      STRONGVILLE, OH      A/C Reg. No. N24802      Time (Lcl) - 1405 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-DEMO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF			0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data STRONGVILLE</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2865/ 36</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>Instrument Rating(s) - AIRPLANE</p>	<p>Age - 25</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 - 526</p> <p>Make/Model- 23</p> <p>Instrument- 49</p> <p>Multi-Eng - 16</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 49</p>
---	---	---

-----Narrative-----

THE ACFT COLLIDED WITH TREES AT THE DEPARTURE END OF THE RUNWAY DURING AN ABORTED TAKEOFF. THE INSTRUCTOR PILOT WHO WAS DOING A DEMONSTRATION FLT STATED THAT "THE ACFT ROTATED TO A NORMAL CLIMB ATTITUDE BUT DID NOT CLIMB OUT OF GROUND EFFECT. AFTER ELECTING TO ABORT THE TAKEOFF INSUFFICIENT RUNWAY REMAINED TO STOP THE ACFT BEFORE REACHING THE END OF THE RUNWAY."



Brief of Accident (Continued)

File No. - 597

6/12/83

STRONGVILLE, OH

A/C Reg. No. N24802

Time (Lc1) - 1405 EDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF

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. - 562      5/14/83      LA GRANDE,OR      A/C Reg. No. N7757Z      Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries		
Type of Operation - FERRY	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235B	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	EPHRATA,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LA GRANDE,OR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 492
SE LAND,ME LAND	Months Since - 7	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED ABOUT 30 FEET AGL DURING A FORCED LANDING AFTER THE ENGINE QUIT FROM FUEL EXHAUSTION. THE PILOT TOOK THE ACFT FOR A FERRY FLIGHT WITHOUT REFUELING. IT HAD BEEN FLOWN ABOUT 1 HOUR & 15 MINUTES. IT HOLDS ABOUT 36 GALLONS AND BURNS ABOUT 14 GALLONS AN HOUR. THE 1ST LEG OF THE FERRY WAS AN HOUR AND A HALF. ABOUT 5 MILES FROM 1ST FUEL STOP THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 562

5/14/83

LA GRANDE,OR

A/C Reg. No. N7757Z

Time (Lc1) - 0800 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 492      5/28/83      COTTAGE GROVE,OR      A/C Reg. No. N4468K      Time (Lcl) - 0733 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL	Fire		0	1	0	0	
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- RYAN NAVION NAV 4	Eng Make/Model	- CONTINENTAL E-185-9	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 205 HP		

-----Environment/Operations Information-----

Weather Data	...	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	COTTAGE GROVE,OR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	COTTAGE GROVE	
Wind Dir/Speed	- CALM		Runway Ident	- 17
Visibility	- 50.0 SM	ATC/Airspace	Runway Lth/Wid	- 3200/ 60
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	
Lowest Ceiling	- NONE	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 230	Last 24 Hrs - 0
SE LAND	Months Since - 7	Make/Model- 160	Last 30 Days- 2
	Aircraft Type - NAV-4	Instrument- 0	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A HAY FIELD AND COLLAPED THE LANDING GEAR AFTER THE ENGINE QUIT AT 500 FT AGL DURING TAKEOFF CLIMB. DURING AN ON SCENE INVESTIGATION THERE WAS NO FUEL VISIBLE IN THE RT WING TANK. THE LEFT WING TANK HAS NO FILLER ACCESS BUT IS CONNECTED TO THE RT TANK BY A 2 INCH CONNECTING HOSE WITH A HALF GALLON HEADER TANK BETWEEN THEM. THERE WAS NO FUEL IN THE WING TIP TANKS. THE FUEL SELECTOR WAS ON MAIN TANKS. THERE WAS NO FUEL IN THE FUEL LINES TO THE CARBURETOR. THERE WAS ABOUT 1 OUNCE OF FUEL IN THE CARBURETOR. THE MECHANICS WHO REMOVED THE ACFT SAID THEY FOUND A TOTAL OF ABOUT 4 GALLONS OF FUEL IN THE SYSTEM.

Brief of Accident (Continued)

File No. - 492

5/28/83

COTTAGE GROVE, OR

A/C Reg. No. N4468K

Time (Lc1) - 0733 PDT

-----  
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. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 538      5/29/83      GRANTS PASS, OR      A/C Reg. No. N6202M      Time (Lcl) - 1200 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 -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - STINSON 108  
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/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- 190/006 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

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

JOSEPHINE COUNTY  
Runway Ident - 30  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 64  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	233	Last 24 Hrs	-	1
Make/Model-	70		Last 30 Days-		2
Instrument-	4		Last 90 Days-		4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RUNWAY AND COLLIDED WITH BUSHES DURING AN ABORTED GO-AROUND. ACCORDING TO THE PILOT A CROSSWIND CAUGHT THE ACFT AS HE WAS LANDING, IN SPITE OF HIS ATTEMPTS TO KEEP IT STRAIGHT THE ACFT STARTED TO VEER TO THE LEFT AND HE DECIDED TO GO-AROUND. HE APPLIED FULL POWER BUT DID NOT TURN OFF THE CARB HEAT AND THE ACFT WAS ONLY DEVELOPING 1800-2000 RPM, HE ABANDONED THE GO AROUND. DIRECTIONAL CONTROL WAS LOST AND THE ACFT WENT OFF THE RUNWAY INTO THE BUSHES.

Brief of Accident (Continued)

File No. - 538

5/29/83

GRANTS PASS,OR

A/C Reg. No. N6202M

Time (Lc1) - 1200 PDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

2. WEATHER CONDITION - GUSTS
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 569      6/07/83      HERMISTON,OR      A/C Reg. No. N393AC      Time (Lcl) - 1705 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	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TSIO-520-H	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	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	BOARDMAN,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HERMISTON,OR	HERMISTON
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4500
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 28
		Instrument- 850
		Last 30 Days- UNK/NR
		Last 90 Days- 59
		Multi-Eng - 4075

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED INTO THE GROUND IN A SEMI-CONTROLLED CRASH FORCED LANDING AFTER THE ENGINE QUIT DUE TO FUEL EXHAUSTION. A POST ACCIDENT EXAMINATION REVEALED ONLY ONE OUNCE OF FUEL ABOARD THE ACFT. THE ACFT RELEASE FORM FROM BOEING AIRCRAFT TO THE PILOT FOR THE FLT SHOWED 75 GALLONS OF FUEL ON BOARD BEFORE RELEASE. SINCE THAT RELEASE THE ACFT HAD FLOWN 3 FLTS FOR A TOTAL OF 4:44 HOURS. THIS DOES NOT CONSIDER GROUND OPERATION. THIS AVERAGES OUT TO 15.8 GALLONS PER HOUR. THE MANUAL SHOWS 15 GALLONS PER HOUR FOR CRUISE AT 75 PERCENT POWER. THE TWO OCCUPANTS DURING THE CRASH LANDING DID NOT USE THEIR SHOULDER HARNESS AND BOTH RECEIVED SERIOUS INJURIES.



Brief of Accident (Continued)

File No. - 569

6/07/83

HERMISTON,OR

A/C Reg. No. N393AC

Time (Lc1) - 1705 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are,finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 529      6/24/83      FOSSIL,OR      A/C Reg. No. N5598G      Time (Lcl) - 0530 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED		Fatal	0	0	0
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - GARLICK (BELL) UH-1B/204	Eng Make/Model - LYCOMING T53 L 11D	ELT Installed/Activated - YES/YES
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 1100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY(VFR)	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 - DAWN		

-----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 - 4102
SE LAND,ME LAND	Months Since - 13	Make/Model- 500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 276
		Multi-Eng - 66
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 95
		Rotorcraft - 4036

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER COLLIDED WITH A DEAD TREE AND CRASHED WHILE CONDUCTING A SPRAY RUN ON AN AERIAL APPLICATION MISSION. THE PILOT SAID THAT THE DAWN LIGHT CONDITIONS MADE THE OBSTACLE HARD TO SEE. IN THE ATTEMPT TO CLEAR THE TREE THE SPRAY BOOM MADE CONTACT AND BROKE OFF. PART OF THE BOOM WENT INTO THE ROTOR AND THE HELICOPTER DESCENDED INTO STANDING TIMBER AND CRASHED ON ITS NOSE AND RT SIDE. THE PILOT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 529

6/24/83

FOSSIL,OR

A/C Reg. No. N5598G

Time (Lcl) - 0530 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  3. LIGHT CONDITION - DAWN
- 

Occurrence #2        PROPELLER/ROTOR CONTACT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 526      6/26/83      ROME,OR      A/C Reg. No. N4436D      Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROME,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROME,OR	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 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 - FULL STOP	Runway Status - N/A
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 - UNK/NR	Total - 900
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 500
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A ROCK DURING LANDING AND DAMAGED THE LANDING GEAR. THE PILOT WAS ON A FISHING TRIP AND LANDED INITIALLY ON A GRAVEL BAR. HE DECIDED TO MOVE THE ACFT TO A LONGER PLATEAU BECAUSE OF INCREASING DENSITY ALTITUDE. UPON LANDING IN THIS OPEN FIELD THE RT MAIN LANDING GEAR STRUCK A ROCK AND BENT THE LANDING GEAR WHICH CAUSED THE WING TO DRAG. AS THE ACFT SLOWED IT TIPPED FORWARD AND TO THE LEFT DAMAGING THE LEFT WING.

Brief of Accident (Continued)

File No. - 526

6/26/83

ROME,OR

A/C Reg. No. N4436D

Time (Lcl) - 0800 PDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. OBJECT - OBJECT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 466      7/13/83      JOHN DAY,OR      A/C Reg. No. N2202F      Time (Lc1) - 0605 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL					
Type of Operation      -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under      -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During      -MANEUVERING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model      - BELL 206B	Eng Make/Model      - ALLISON 250-C205	ELT Installed/Activated      - YES/NO
Landing Gear      - SKID	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 3200	Engine Type      - TURBOSHAFT	
No. of Seats      - 5	Rated Power      - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 220/001 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 60.0 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      - NONE	Type Apch/Lndg      - NONE	Runway Status      - N/A
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - UNK/NR	Total      - 6000
SE LAND,ME LAND	Months Since      - UNK/NR	Make/Model- 1700
	Aircraft Type      - UNK/NR	Instrument- 30
		Multi-Eng - 10
		Last 24 Hrs - 30
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - 5800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ROTORCRAFT PITCHED UP, YAWED RIGHT, MADE 180 DEGREE TURNAND LANDED HARD AFTER THE PILOT EXPERIENCED SUNGLARE DURING INITIAL CLIMB. THE PILOT STATED THAT WHILE DEPARTING THE GRASS STRIP FOR AERIAL APPLICATION, THE SUN BURST FROM BEHIND A CLOUD & BLINDED HIM WHEN HE WAS ABOUT 40 FEET AGL. HE THEN LOST CONTROL OF THE ACFT AS IT PITCHED AND YAWED AND LOST AIRSPEED. THE PILOT COMPLETED A 180 DEGREE TURN AND LANDED HARD AFTER WHICH THE ROTORCRAFT ROLLED ONTO ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 466

7/13/83

JOHN DAY,OR

A/C Reg. No. N2202F

Time (Lc1) - 0605 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3      ROLL OVER  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

-----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. - 589      7/21/83      HILLSBORO,OR      A/C Reg. No. N3382F      Time (Lcl) - 1933 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - FINAMORE KR-2	Eng Make/Model - VOLKSWAGEN 1834CC	ELT Installed/Activated - YES/NO
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 - 56 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	HILLSBORO
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4049/ 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 3
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER AT ABOUT 100 FT AGL DURING TAKEOFF. THE PILOT MADE A FORCED LANDING STRAIGHT AHEAD INTO A GRAIN FIELD. THE HIGH VEGETATION CAUSED ENOUGH DRAG ON THE LANDING GEAR TO NOSE THE ACFT OVER. EXAMINATION OF THE ENGINE REVEALED THAT THE HIGH TENSION LEAD FROM THE COIL TO THE DISTRIBUTOR WAS CRACKED AT THE DISTRIBUTOR CONNECTION AND WAS MAKING INTERMITTENT CONTACT. THIS WAS A HOMEBUILT ACFT WITH AN AUTOMOTIVE-TYPE ENGINE. THE OWNER/BUILDER SAID THAT THE DISTRIBUTOR LEAD IN QUESTION AND POINTS AND CONDENSER WERE INSTALLED ONLY ONE HALF HOUR FLYING TIME BEFORE THE ACCIDENT.



Brief of Accident (Continued)

File No. - 589

7/21/83

HILLSBORO,OR

A/C Reg. No. N3382F

Time (Lc1) - 1933 PDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. IGNITION SYSTEM,IGNITION LEAD - CRACKED
  2. IGNITION SYSTEM,IGNITION LEAD - SHORTED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 501      5/19/83      COLLEGEVILLE, PA      A/C Reg. No. N5302K      Time (Lcl) - 0900 EDT

-----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

Fire  
NONE

Crew  
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172P

Eng Make/Model - LYCOMING O-320-D2J

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLLEGEVILLE, PA

Destination

COLLEGEVILLE, PA

Airport Proximity

ON AIRPORT

Airport Data

PERKIOMEN VALLEY

Runway Ident - 27

Runway Lth/Wid - 2870/ 40

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 - 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 - 25

Make/Model- 25

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING AFTER WHICH IT SWERVED OFF THE RUNWAY AND COLLIDED WITH TREES. THE PILOT WAS ON A SOLO INSTRUCTIONAL FLIGHT AND WAS LANDING ON RUNWAY 27. AS THE ACFT TOUCHED DOWN HARD IT BOUNCED AND LEFT THE CONFINES OF THE RUNWAY. THE ACFT TRAVELED DOWN AN EMBANKMENT AS THE LANDING GEAR CONTACTED SOME SMALL TREES. THE ACFT WAS DESTROYED BUT THE STUDENT PILOT ESCAPED INJURY.

Brief of Accident (Continued)

File No. - 501

5/19/83

COLLEGEVILLE, PA

A/C Reg. No. N5302K

Time (Lc1) - 0900 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 575      6/05/83      FINLEYVILLE, PA      A/C Reg. No. N903BG      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GROB 109	Eng Make/Model - LIMBACH L-2000EB1A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----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	FINDLEYVILLE
Wind Dir/Speed- 225/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 573
SE LAND	Months Since - 24	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 22
		Instrument- 9
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE MOTORIZED GLIDER COLLIDED WITH TREES AND THE TERRAIN DURING AN EMERGENCY LANDING AFTER THE PROP HAD STRUCK THE GROUND DURING TAKEOFF. DURING THE TAKEOFF ROLL THE PROPELLER 1ST COLLIDED WITH HIGH GRASS AND THEN A BUMP IN THE GROUND AFTER THE PILOT LOST DIRECTIONAL CONTROL AND VEERED OFF THE MOWED RUNWAY. THE TAKEOFF WAS CONTINUED AND AFTER TAKEOFF THE AIRCRAFT WAS TURNED DOWNWIND FOR A LANDING. THE PROPELLER VIBRATED EXCESSIVELY AS THE TURN WAS MADE AND THE PILOT SHUT THE ENGINE DOWN AND FEATHERED THE PROP AT ABOUT 100 FEET AGL WHILE OVER THE HANGERS. WHILE LINING UP WITH THE RUNWAY THE ACFT COLLIDED WITH TREES WHICH STALLED THE GLIDER AND IT NOSED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 575

6/05/83

FINLEYVILLE, PA

A/C Reg. No. N903BG

Time (Lc1) - 1730 EDT

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 TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #4      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

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. - 583      6/05/83      W. MIFFLIN, PA      A/C Reg. No. N66982      Time (Lcl) - 1700 EDT

-----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 - APPROACH					

-----Aircraft Information-----

Make/Model - BEECH 77	Eng Make/Model - LYCOMING O-235-7UC	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-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	ON AIRPORT
Method - N/A	ALLEGHENY CO., PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALLEGHENY CO.
Wind Dir/Speed- 270/022 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2532/ 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 7648
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 16
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED ABOUT 20 FT SHORT OF THE RUNWAY SHEARING THE NOSE GEAR AND DAMAGING THE PROP. THE STUDENT PILOT SAID HE ENCOUNTERED A "SMALL" WINDSHEAR AND HE OVER REACTED ON THE CONTROLS CAUSING THE ACFT TO CONTACT THE GROUND SHORT OF THE RUNWAY SURFACE.

Brief of Accident (Continued)

File No. - 583

6/05/83

W. MIFFLIN, PA

A/C Reg. No. N66982

Time (Lc1) - 1700 EDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 555      3/02/83      SAN JUAN, PR      A/C Reg. No. N60913      Time (Lcl) - 1855 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST. THOMAS, VI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2200 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 98
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DITCHED IN A LAKE NEAR SAN JUAN FOLLOWING ENGINE FAILURE DUE TO FUEL EXHAUSTION. THE PILOT HAD RENTED THE ACFT FOR A ROUND TRIP TO ST. THOMAS. THE ACCIDENT OCCURRED ON THE RETURN FLT TO SAN JUAN. IT WAS REPORTED THAT ONLY RESIDUAL FUEL WAS FOUND IN THE ACFT AFTER ITS RECOVERY FROM THE LAKE. THE OPERATOR STATED THAT THE ACFT HAD BEEN FLOWN 2 HRS AND 25 MINUTES BEFORE IT WAS RENTED AGAIN WITH ABOUT 10 GALLONS OF FUEL ON BOARD. THE ACFT WAS NOT REFUELED BEFORE DEPARTING SAN JUAN NOR WAS IT REFUELED WHILE IN ST. THOMAS. THE PILOTS REPORT SHOWS HE FLEW THE ACFT FOR 1 HR. AND 45 MINUTES BEFORE THE ENGINE STOPPED. THIS COMBINES WITH THE PREVIOUS FLIGHT FOR A GRAND TOTAL OF 4 HOURS AND 10 MINUTES SINCE REFUELING.



Brief of Accident (Continued)

File No. - 555

3/02/83

SAN JUAN,PR

A/C Reg. No. N60913

Time (Lcl) - 1855 AST

-----  
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. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  5. REFUELING - NOT PERFORMED - 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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 499      6/01/83      NEWPORT,RI      A/C Reg. No. N9283G      Time (Lcl) - 2015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEWPORT STATE
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 5000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1193
SE LAND,ME LAND	Months Since - 8	Make/Model- 35
	Aircraft Type - UNK/NR	Instrument- 162
		Multi-Eng - 29
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE WET RUNWAY ONTO THE WET GRASS DOWN AN EMBANKMENT AND INTO SOME ROCKS. THE INSTRUCTOR WAS MAKING THIS FINAL LANDING. BRAKING WAS POOR FROM A LIGHT RAIN. AS A TURN WAS STARTED ONTO A TAXIWAY AT THE END OF RUNWAY 22 THE ACFT WENT ONTO THE WET GRASS AND CONTINUED DOWN AN EMBANKMENT. THE BRAKES WERE CHECKED AND OPERATED SATISFACTORILY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 499

6/01/83

NEWPORT, RI

A/C Reg. No. N9283G

Time (Lc1) - 2015 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 436      4/05/83      CONWAY, SC      A/C Reg. No. N6521B      Time (Lcl) - 1030 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	1
Accident Occurred During	-LANDING				0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152B	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CONWAY - HORRY
Wind Dir/Speed	- 120/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 04
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 3710/ 60
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 25
	Months Since - N/A	Make/Model	- 25
	Aircraft Type - N/A	Instrument	- 1
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING A HARD LANDING AND STALLED ABOUT 10 FEET AGL. THE SECOND CONTACT WITH THE RUNWAY OCCURRED WITH THE NOSE GEAR FIRST. THE NOSE GEAR THEN COLLAPSED. THIS WAS A TRAINING FLIGHT WITH A SOLO STUDENT PILOT AS PILOT IN COMMAND. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THE STUDENT HAD MADE 6 TAKEOFFS AND LANDINGS AND SOME AIR WORK BEFORE COMING IN FOR A FULL STOP LANDING. A WITNESS REPORTED THAT THE APPROACH WAS NORMAL BUT THE ACFT WAS FLARED TOO HIGH. IT HIT ON THE MAIN GEAR AND BOUNCED ABOUT 10-15 FEET, STALLED AND IMPACTED THE RUNWAY NOSE LOW.

Brief of Accident (Continued)

File No. - 436

4/05/83

CONWAY, SC

A/C Reg. No. N6521B

Time (Lc1) - 1030 EST

Occurrence #1            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 454      2/15/83      SIOUX FALLS,SD      A/C Reg. No. N8478N      Time (Lc1) - 1955 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	0	Injuries	Serious	Minor
Type of Operation -BUSINESS	Fire	Crew	0		0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0		2	0
Accident Occurred During -APPROACH						0

-----Aircraft Information-----

Make/Model - BEECH V35A	Eng Make/Model - CONTINENTAL IO520-BA2	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 - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NANDAM,ND	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SIOUX FALLS,SD	JOE FOSS FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8999/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG	VISUAL STRAIGHT-IN	
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)
COMMERCIAL	Current - YES	Total - 4000
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 40
		Instrument- 1070
		Multi-Eng - 360
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ILS APPROACH TO RWY 3 THE ACFT COLLIDED WITH 50 FT POWERLINES 3 MI SW OF THE ARPT. THE ACFT THEN COLLIDED WITH A MOBILE HOME & PICKUP TRUCK. HALF OF THE 60 FT MOBILE HOME & THE TRUCK WERE DESTROYED. MINIMUM ALTITUDE AT THE LIM, LOCATED 5.2 MI FROM THE MM, IS 3,334 FT MSL. MINIMUM ALTITUDE AT MAREY INTERSECTION, LOCATED 0.9 MI FROM THE MM, IS 1,900 FT MSL. GROUND ELEVATION AT THE WRECKAGE SITE WAS 1,420 FT MSL.

Brief of Accident (Continued)

File No. - 454

2/15/83

SIoux FALLS, SD

A/C Reg. No. N8478N

Time (Lcl) - 1955 CST

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 - LOW CEILING
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - FOG
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT FOLLOWED - PILOT IN COMMAND
7. OBJECT - WIRE, TRANSMISSION
8. OBJECT - RESIDENCE

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 434      3/20/83      CROSSVILLE, TN      A/C Reg. No. N9600W      Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	1	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	TULSCALOOSA, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	POINT PLEASANT, WV	Runway Ident - N/A
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 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 - 500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

-----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, CFI	Current - UNK/NR	Total - 1850
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO HINCH MT AT THE 2700 FOOT LEVEL DURING CRUISE FLT IN IMC WEATHER. THE PILOT WAS INFORMED DURING THE INITIAL AND SUBSEQUENT BRIEFINGS THAT VFR FLT WAS NOT RECOMMENDED FOR HIS ROUTE. THE FIRST LEG OF THE FLT FROM NEW ORLEANS TO TUSCALOOSA ENDED WITH A LANDING UNDER IFR CONDITIONS. THE PILOT TOLD THE FSS PERSONNEL HE WAS GOING BACK TO MERIDIAN, MS BUT INSTEAD CONTINUED ON TOWARD HIS ORIGINAL DESTINATION OF MASON WV. THE PILOT RECEIVED FATAL INJURIES FROM THE CRASH IN TN BUT HIS SON, A PASSENGER, SURVIVED. THE SON SAID THAT HIS FATHER WAS INSTRUMENT RATED BUT HAD NOT FILED AN IFR FLT PLAN BECAUSE OF A KNOWN MALFUNCTIONING DIRECTIONAL GYRO. A STOP HAD BEEN MADE ON A PREVIOUS TRIP TO FIX THE DG BUT THE PROBLEM WAS NOT RESOLVED, FIRE DAMAGE PRECLUDED POST ACCIDENT DETERMINATION OF CAUSE OF THE MALFUNCTION.



Brief of Accident (Continued)

File No. - 434

3/20/83

CROSSVILLE, TN

A/C Reg. No. N9600W

Time (Lc1) - 1700 CST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - NOT CORRECTED - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  5. TERRAIN CONDITION - HIGH TERRAIN
  6. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

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. - 412      3/25/83      CENTERVILLE, TN      A/C Reg. No. N506R      Time (Lcl) - 1317 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - KIT BUILT (ROTORWAY) SCORPION 1	Eng Make/Model - ROTORWAY RW133	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 133 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CENTERVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CENTERVILLE MUNICIPAL
Wind Dir/Speed- 250/002 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
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 - 26
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 26
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 1
		Rotorcraft - 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ROTORCRAFT CRASHED IN A STEEPLY DESCENDING TURN SHORTLY AFTER TAKEOFF FROM ABOUT 100 FEET AGL. NO MECHANICAL MALFUNCTION WAS FOUND DURING, THE ON-SITE WRECKAGE EXAMINATION WHICH WOULD HAVE RESULTED IN THE ABRUPT STEEP LEFT BANK AND GROUND IMPACT. THE PILOTS EXPERIENCE WAS LIMITED AS HE HAS ACQUIRED 26 HOURS FLIGHT TIME IN TWO AND ONE HALF YEARS. HIS LAST RECORDED FLIGHT WAS ALMOST 4 MONTHS PRIOR TO THE ACCIDENT. THERE IS NO RECORD OF THE PILOT RECEIVING ANY DUAL INSTRUCTION IN HOVERING OUT OF GROUND EFFECT. THE LAST DUAL LOGBOOK ENTRY WAS DATED OCT. 17, 1981. THE PROCEDURE PERFORMED WAS "LIMITED HOVERING, NO WIND, IN GROUND EFFECT ONLY". ON THE ACCIDENT FLIGHT THE PILOT WAS ATTEMPTING TO FLY IN WINDY CONDITIONS, OUT OF GROUND EFFECT. WITNESSES SAID THE HELICOPTER WAS RUNNING PERFECTLY AND PRODUCED NO UNUSUAL NOISES. WITNESSES IN THE AREA OF THE ACCIDENT SITE DESCRIBED THE WEATHER AT THE TIME OF THE ACCIDENT AS WINDY AND ONE ESTIMATED THE WIND VELOCITY AS BETWEEN 8 AND 10 MPH.

Brief of Accident (Continued)

File No. - 412

3/25/83

CENTERVILLE, TN

A/C Reg. No. N506R

Time (Lc1) - 1317 CST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. WIND INFORMATION - NOT FOLLOWED - PILOT IN COMMAND
  4.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
  7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 574      5/20/83      NASHVILLE, TN      A/C Reg. No. N8074M      Time (Lcl) - 2053 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -APPROACH			0	0	3
					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 - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LUTESVILLE, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NASHVILLE METRO
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - 02L
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7702/ 150
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2400 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2152
SE LAND, ME LAND	Months Since - 1	Make/Model- 1234
	Aircraft Type - UNK/NR	Instrument- 141
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE WHILE ON AN ILS APPROACH. THE WEATHER WAS VMC BUT SCATTERED CLOUDS AND A DARK NIGHT NECESSITATED THE INSTRUMENT APPROACH. THE PILOT STATED THAT HE BECAME DISTRACTED WHILE RE-SETTING HIS DIRECTIONAL GYRO AND DESCENDED BELOW THE GLIDE SLOPE DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 574

5/20/83

NASHVILLE, TN

A/C Reg. No. N8074M

Time (Lcl) - 2053 CDT

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 - CLOUDS
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 580 7/09/83 SOMERVILLE, TN

A/C Reg. No. N47BH

Time (Lc1) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
1	0	0	0	
0	0	0	0	

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKOFF

-----Aircraft Information-----

Make/Model - BENSEN B8M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - MCCOLLOUGH 1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - UNK/NR

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 - 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

FAYETTE COUNTY  
Runway Ident - 18  
Runway Lth/Wid - UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 52  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate -  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF WHILE ON A PLEASURE FLIGHT. A WITNESS STATED THAT HE SAW THE ACFT TAKE OFF AND CLIMB OUT AT A GRADUAL CLIMB TO ABOUT 100 FT AND THEN START A GRADUAL DESCENT TO ABOUT 30 FT. AT WHICH TIME THE ACFT NOSED OVER AND WENT ALMOST VERTICALLY INTO THE GROUND. THE CARBURETOR AIR FILTER CAME OFF AND STRUCK THE PROP CAUSING SEVERE VIBRATION. THE PROP THEN STRUCK THE PILOT AND THE ACFT PLUMMETED TO THE GROUND.

Brief of Accident (Continued)

File No. - 580

7/09/83

SOMERVILLE, TN

A/C Reg. No. N47BH

Time (Lc1) - 1330 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF

Finding(s)

1. FUEL SYSTEM, RAM AIR - SEPARATION
  2. PROPELLER SYSTEM/ACCESSORIES, BLADE - VIBRATION
  3. FUSELAGE - DISINTEGRATED
- 

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. - 572      7/09/83      CHATTANOOGA, TN      A/C Reg. No. N65436      Time (Lcl) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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/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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	LEBANNON, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CLEVELAND, TN	HARDWICK FIELD
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 64
	Months Since - N/A	Make/Model- 6
	Aircraft Type - N/A	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN AN OFF AIRPORT FORCED LANDING DURING A CROSS-COUNTRY AFTER THE ENGINE FAILED FROM FUEL EXHAUSTION. THE STUDENT PILOT HAD DEPARTED FOR THE CROSS-COUNTRY WITH 24.5 USABLE GALLONS ON BOARD. HE DEPARTED AT 1240 HRS EDT AND AT 1620 HE MADE A FORCED LANDING OUT OF FUEL.



Brief of Accident (Continued)

File No. - 572

7/09/83

CHATTANOOGA, TN

A/C Reg. No. N65436

Time (Lc1) - 1640 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 518      1/02/83      BIG SPRING, TX      A/C Reg. No. N9435Q      Time (Lcl) - 1420 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH V-35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SHERMAN, TX	BIG SPRING MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2230
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 900
		Last 30 Days - UNK/NR
		Instrument - 160
		Last 90 Days - 20
		Multi-Eng - 1080

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED SHORTLY AFTER TAKEOFF FROM A SLUSH-COVERED RUNWAY. THE PILOT STATED THAT PREFLIGHT, ENGINE START, TAXI AND RUN UP WERE NORMAL. HE FURTHER STATED THAT TAKEOFF FROM THE SLUSH COVERED RUNWAY WAS ROUTINE TO AN ALTITUDE OF APPROX 200 FT AGL WHEN THE AIRCRAFT BEGAN ROLLING TO THE LEFT. THE PILOT ATTEMPTED TO CORRECT THE ROLL WITH RIGHT AILERON AND RUDDER WITH NO RESPONSE. POST CRASH EXAMINATION OF THE WRECKAGE, FLIGHT CONTROLS AND CONTROL CABLES FOUND NO PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 518

1/02/83

BIG SPRING, TX

A/C Reg. No. N9435Q

Time (Lc1) - 1420 CST

-----  
Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF

Finding(s)

1. UNDETERMINED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 530      1/08/83      CLYDE, TX      A/C Reg. No. N7843      Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage								
	SUBSTANTIAL	Fatal	0	Serious	0	Minor	0	None	1
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	0	0	0	0	0
Accident Occurred During -DESCENT									

-----Aircraft Information-----

Make/Model - GRUMMAN G164A-450	Eng Make/Model - P & W PW R985	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR		
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	ELMDALE AIRPARK, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELMDALE AIRPARK, TX	ELMDALE
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
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, ATP, CFI	Current - YES	Total - 5197
ME LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 8
		Instrument- 289
		Multi-Eng - 689
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE AND CRASHED DURING A FORCED LANDING AFTER A ENGINE FAILURE. THE PILOT REPORTED THAT HE WAS PULLING OUT FROM A SWATH RUN WHEN THE ENGINE CUT OUT, BACKFIRED AND STARTED RUNNING AGAIN. THE PILOT DECIDED TO RETURN TO ELMDALE, ON THE WAY THE ENGINE FAILED AGAIN. DURING THE FORCED LANDING SUNGLARE IMPAIRED THE PILOT'S VISION AND THE ACFT TAILWHEEL, SNAGGED A POWERLINE. THE ACFT CAME TO REST INVERTED AND AN ENGINE FIRE DEVELOPED. THE FIRE WAS EXTINGUISHED. THE ENGINE WAS STARTED AFTER THE AIRCRAFT WAS RECOVERED AND AT 1500 RPM WHEN CARBURETOR HEAT WAS APPLIED THE RPM INCREASED 100 RPM. WATER IN THE FUEL COULD NOT BE CONFIRMED BECAUSE THE ACFT HAD BEEN INVERTED. THE REASON FOR ENGINE FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 530

1/08/83

CLYDE, TX

A/C Reg. No. N7843

Time (Lcl) - 1730 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LIGHT CONDITION - SUNGLARE

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - WIRE, TRANSMISSION

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 533      10/12/83      BIG SPRING, TX      A/C Reg. No. N3092T      Time (Lcl) - 1420 CST

-----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 - PIPER PA-28-180	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIG SPRING
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE HE WAS TAXIING TO TAKEOFF, HE MISJUDGED HIS CLEARANCE FROM A 6 FT X 6 INCH CONCRETE BLOCK. THE LEFT BRAKE HOUSING HIT THE BLOCK WHICH RESULTED IN DAMAGE TO THE WING SPAR. HE DID NOT EXAMINE THE ACFT UNTIL AFTER THE FLT & WAS UNAWARE OF THE DAMAGE UNTIL THEN.

Brief of Accident (Continued)

File No. - 533

10/12/83

BIG SPRING, TX

A/C Reg. No. N3092T

Time (Lcl) - 1420 CST

---

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 543      4/29/83      MEXICAN HAT,UT      A/C Reg. No. N8056Z      Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						1

-----Aircraft Information-----

Make/Model - CESSNA U206	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BLANDING,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEXICAN HAT
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 351
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 22
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING THE LANDING ROLL AT A DIRT STRIP NEAR MEXICAN HAT, UT WHILE ON A BUSINESS TRIP. ACCORDING TO THE PILOT THE ACFT HIT A BUMP IN THE RUNWAY WHICH CAUSED IT TO BECOME AIRBORNE. THE CROSSWIND CAUSED THE ACFT TO SETTLE ONTO THE SOFT RIGHT SIDE OF THE RUNWAY. THE NOSE GEAR FOLDED AND THE ACFT NOSED OVER TO AN INVERTED POSITION. THERE WAS NO FIRE AND NO INJURIES.



Brief of Accident (Continued)

File No. - 543

4/29/83

MEXICAN HAT,UT

A/C Reg. No. N8056Z

Time (Lc1) - 0930 MDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - 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) 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. - 544      5/08/83      ESCALANTE,UT      A/C Reg. No. N5501R      Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation -PERSONAL		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 172F	Eng Make/Model - CONTINENTAL O-300D	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-----

<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	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	SANTA FE,NM	ESCALANTE
Wind Dir/Speed- 180/005 KTS	<b>ATC/Airspace</b>	Runway Ident - 12
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 60
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-----

<b>Pilot-In-Command</b>	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 813
SE LAND	Months Since - 19	Make/Model- 682
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN AND NOSED OVER OFF THE DEPARTURE END OF THE RUNWAY DURING TAKEOFF. THE RUNWAY IN USE WAS 12 AND THE WIND WAS FROM 180 DEGREES AT 5 KTS GUSTING TO 15 KTS. THE RUNWAY IS 5000 FEET LONG AND 60 FEET WIDE. THE FIELD ELEVATION IS 5740 FEET AND THE TEMPERATURE WAS 70 DEGREES F. THE DENSITY ALT. WAS ABOUT 7500 FEET. THE ACFT WING TANKS WERE FULL AND THERE WERE 4 PERSONS ON BOARD. THE PILOT STATED THAT THE ACFT SKIPPED TO THE LEFT JUST PRIOR TO TAKEOFF AND THEN WOULD NOT CLIMB OVER 50 FEET. HE COULD NOT GET THE ACFT BACK OVER THE RUNWAY. THE STALL WARNING SOUNDED SO HE PUT THE WHEEL FORWARD AND THE PLANE TOUCHED THE END OF THE RUNWAY, SKIPPED OVER A GULLY AND HIT ON THE WHEELS ON THE SIDE OF A HILL ABOUT 200 OFF THE END OF THE RUNWAY. THE NOSE GEAR DUG INTO THE SOFT DIRT AND THE ACFT NOSED OVER. NO ONE WAS INJURED.

Brief of Accident (Continued)

File No. - 544

5/08/83

ESCALANTE,UT

A/C Reg. No. N5501R

Time (Lc1) - 1700 MDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  5. WEATHER CONDITION - GUSTS
  6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  7. ABORT - DELAYED - 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) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 401      2/03/83      WEYERS CAVE,VA      A/C Reg. No. N3440R      Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire NONE	Crew 1	1	0	0
Flight Conducted Under -14 CFR 91		Pass 0	1	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 182L	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROANOKE,VA	SHENANDOAH VALLEY
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 13	Make/Model- UNK/NR
	Aircraft Type - 182	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 AFTER TAKEOFF WHEN THE ENGINE LOST POWER. THE ACFT HAD NOT BEEN FLOWN FOR SEVERAL MONTHS. AN INSTRUCTOR WAS INVITED ON THE EXTENDED CROSS-COUNTRY TO HELP THE PILOT WHO ALSO HAD NOT FLOWN FOR SOME TIME. DURING THE PRE-FLIGHT A CONSIDERABLE AMOUNT OF WATER WAS DRAINED FROM THE LEFT FUEL TANK. THE MECHANIC WHO HAD JUST RECENTLY COMPLETED AN ANNUAL INSPECTION ON THE ACFT WAS CALLED OVER TO HELP DRAIN THE WATER. THE MECHANIC DRAINED 15 GALLONS OF FUEL BEFORE THE FUEL WAS FREE OF WATER. THE LEFT TANK CAP ALSO WAS FOUND TO NEED A NEW SEAL AND WAS TAPED UNTIL THEY COULD GET A SEAL. THE ACFT HAD TO BE JUMP-STARTED. AFTER STARTING THEY DECIDED TO USE ALL 6000 FT OF RUNWAY 22 FOR TAKEOFF. DURING TAKEOFF THE ENGINE BEGAN TO CUT OUT WHEN IT REACHED AN ALTITUDE OF 100-200 FEET IN THE AIR, REGAINED POWER MOMENTARILY AND STOPPED. THE ACFT TURNED LEFT, LANDED ON A SLOPING FIELD AND CAREENED DOWN INTO A CREEK BED. THE ACFT CAME TO REST ON ITS SIDE HALF SUBMERGED. TWO OCCUPANTS WERE EJECTED. ONE OF THE TWO DROWNED IN THE CREEK.

Brief of Accident (Continued)

File No. - 401

2/03/83

WEYERS CAVE, VA

A/C Reg. No. N3440R

Time (Lcl) - 1400 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2.      AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. FUEL SYSTEM, TANK - DISTORTED
4.      PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 507      5/10/83      LYNCHBURG,VA      A/C Reg. No. N25693      Time (Lcl) - 0816 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 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	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	LYNCHBURG MUNI
Wind Dir/Speed-	050/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 35.0 SM	Type of Flight Plan	- 21
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 5799/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision-	NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 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	Make/Model-	31
	Aircraft Type - N/A	Instrument-	0
		Last 24 Hrs -	2
		Last 30 Days-	8
		Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD AND BOUNCED SEVERAL TIMES BEFORE COLLAPSING THE LANDING GEAR. THE STUDENT PILOT WAS ON HER FIRST SOLO FLIGHT AFTER 31 HOURS OF DUAL INSTRUCTION IN THE PA-38 ACFT. THE STUDENT REPORTED THE ACCIDENT WAS STUDENT INDUCED AND THAT THERE WERE NO MALFUNCTIONS IN EQUIPMENT. THE LANDING WAS MADE WITH ONE NOTCH AND FLAPS. THE WIND WAS REPORTEDLY NOT A FACTOR.

Brief of Accident (Continued)

File No. - 507

5/10/83

LYNCHBURG,VA

A/C Reg. No. N25693

Time (Lc1) - 0816 EDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2.       IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  5. LOWERING OF FLAPS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2           COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
  7. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 540      6/23/83      ASHLAND, VA      A/C Reg. No. N63143      Time (Lcl) - 1130 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
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-----

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	HANOVER COMPANY	
Wind Dir/Speed	- VARIABLE/005 KTS		Runway Ident	- 34
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid	- 4500/ 80
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	
Lowest Ceiling	- NONE	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current	- N/A	Total	- 11
	Months Since	- N/A	Make/Model	- 11
	Aircraft Type	- N/A	Instrument	- 0
			Last 24 Hrs	- 1
			Last 30 Days	- 1
			Last 90 Days	- 10

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT BOUNCED, WENT OFF THE RUNWAY AND NOSED OVER DURING LANDING. THE STUDENT PILOT WAS ON A SUPERVISED SOLO FLIGHT AND WAS PRACTICING TOUCH AND GO LANDINGS. DURING THIS LANDING HE MADE A HARD LANDING AND BOUNCED BACK INTO THE AIR. THE STUDENT ATTEMPTED TO GO-AROUND BUT THE ACFT DRIFTED OFF THE RUNWAY. WHEN THE GEAR WENT INTO THE GRASS ON THE LEFT SIDE THE ACFT SWERVED INTO A DITCH AND COLLAPSED THE NOSE GEAR.



Brief of Accident (Continued)

File No. - 540

6/23/83

ASHLAND,VA

A/C Reg. No. N63143

Time (Lc1) - 1130 EDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            NOSE GEAR COLLAPSED  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

Occurrence #3            NOSE OVER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 581      6/05/83      MORRISVILLE,VT      A/C Reg. No. N430LT      Time (Lcl) - 1330 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 -TAXI					

-----Aircraft Information-----

Make/Model - DG 400	Eng Make/Model - ROTAX	ELT Installed/Activated - YES-UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----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	LOCAL	MORRISVILLE
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Lowest Sky/Clouds - 2500 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 - 42	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - UNK/NR	Total - 400
SE LAND	Months Since - UNK/NR	Make/Model- 10
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE MOTORIZED GLIDER WAS TAXIING WHEN THE LEFT WING TIP CAUGHT IN HIGH GRASS AND THE ACFT VEERED TO THE LEFT AND PENETRATED A BARBED WIRE FENCE.

Brief of Accident (Continued)

File No. - 581

6/05/83

MORRISVILLE, VT

A/C Reg. No. N430LT

Time (Lcl) - 1330 EDT

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAXI - TO TAKEOFF  
-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

2. OBJECT - FENCE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 491      4/20/83      2NM E. OF BLYN,WA      A/C Reg. No. N52363      Time (Lc1) - 2030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew 2	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0	
Accident Occurred During -CRUISE						

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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	PORT ANGELES,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SEATTLE,WA	
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1900 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1900 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - 24	Make/Model- 21
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS HAD RECEIVED A WX BRIEFING FROM SEATTLE FSS EARLIER IN THE DAY FOR A FLT FROM SEATTLE TO PORT ANGELES. DUE TO THE TIME SPAN BETWEEN ARRIVAL & DEPARTURE AT PORT ANGELES, THE WX BRIEFING WAS NOT VALID FOR THE RETURN FLT. THE ACFT IMPACTED THE WEST SLOPE OF RAPIDLY RISING TERRAIN AT 1,780 FT MSL. THE GENERAL AREA IS UNPOPULATED & THERE ARE VIRTUALLY NO LIGHT SOURCES TO PROVIDE REFERENCE WHILE FLYING AT NIGHT. AN AIRLINE CAPTAIN REPORTED A SCATTERED TO BROKEN LAYER AT 1,800 FT MSL & AN OVERCAST LAYER AT 4,000 FT MSL. VFR TRAFFIC FROM PORT ANGELES TO SEATTLE NORMALLY FOLLOW A ROUTING WHICH DEPARTS PORT ANGELES EASTBOUND ALONG THE NORTH COASTAL AREA OF THE OLYMPIC PENINSULA. THE ROUTE THEN TURNS SE NEAR DISCOVERY BAY & PROCEEDS INLAND OVER RELATIVELY LOW TERRAIN TOWARDS SEATTLE. UNDER FAVORABLE WX CONDITIONS TRAFFIC WILL ALSO PROCEED SE AT SEQUIM BAY (PRIOR TO DISCOVERY BAY). THE TERRAIN SOUTH OF SEQUIM BAY CLIMBS RAPIDLY AS THE NE CORNER OF THE OLYMPIC MOUNTAIN RANGE IS APPROACHED.

Brief of Accident (Continued)

File No. - 491

4/20/83

2NM E. OF BLYN,WA

A/C Reg. No. N52363

Time (Lcl) - 2030 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 591      4/27/83      EVERETT, WA      A/C Reg. No. N80649      Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -DEMO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - SWIFT GC-1B	Eng Make/Model - CONTINENTAL C-125-2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 145 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point EVERETT, WA	ON AIRPORT
Method - N/A	Destination ALDERWOOD MANOR, WA	
Completeness - N/A		<b>Airport Data</b>
Basic Weather - VMC		MARTHA LAKE
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 40
Lowest Sky/Clouds - 8000 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 - 27	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 560
SE LAND	Months Since - UNK/NR	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 44
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFTS LEFT MAIN LANDING GEAR SHEARED AND THE ACFT CAME TO REST OFF THE RUNWAY IN THE GRASS. THE PILOT SAID THAT EVEN THOUGH THE LANDING GEAR LIGHT INDICATED DOWN AND LOCKED HE DOES NOT BELIEVE THE RT MAIN GEAR WAS DOWN AND LOCKED. DURING AN ATTEMPTED GO-AROUND THE LEFT GEAR SHEARED IN OVERLOAD DUE TO FAILURE TO MAINTAIN CONTROL. THE PASSENGER SAID THEY WERE IN AN APPROACH STALL WITH A HARD LANDING THAT COLLAPSED THE GEAR.

Brief of Accident (Continued)

File No. - 591

4/27/83

EVERETT, WA

A/C Reg. No. N80649

Time (Lcl) - 1630 PDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 402      4/30/83      FRIDAY HARBOR, WA      A/C Reg. No. N3413E      Time (Lcl) - 1802 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -APPROACH			0	1	2
					None
					0
					1

-----Aircraft Information-----

Make/Model - CESSNA C-172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	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- 270/006 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 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 - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FRIDAY HARBOR</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2235/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - 150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 75</p> <p>Make/Model- 7</p> <p>Instrument- 2</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 17</p> <p>Last 90 Days- 54</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING AN ATTEMPTED GO-AROUND. THE ACFT FLAP SWITCH WAS IN THE DOWN MODE AND THE FLAPS WERE IN THE FULL DOWN(40 DEGREE) POSITION. A PASSENGER SAID THE ACFT WAS "REAL CLOSE TO THE RIGHT SIDE OF THE RUNWAY" JUST BEFORE GO-AROUND N3413E IMPACTED IN A STEEP NOSE DOWN LEFT WING LOW ATTITUDE. THERE WAS NO DISCERNABLE IMPACT CRATER. THE PILOT RECEIVED FATAL INJURIES.



Brief of Accident (Continued)

File No. - 402

4/30/83

FRIDAY HARBOR, WA

A/C Reg. No. N3413E

Time (Lcl) - 1802 PDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 550      5/24/83      TOUCHET,WA      A/C Reg. No. N8576C      Time (Lcl) - 1404 PDT

-----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 - PIPER PA18-150	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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		WALLA WALLA,WA	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		TOUCHET,WA	
Wind Dir/Speed- 200/007 KTS			Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace		Runway Lth/Wid - N/A
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Flight Plan - NONE		Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type of Clearance - NONE		Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP		
Precipitation - NONE			
Condition of Light - DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 1	Make/Model- 500
	Aircraft Type - CTBRD	Instrument- 0
		Multi-Eng - 800
		Last 24 Hrs - 10
		Last 30 Days- 50
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING AND CAME TO REST INVERTED IN AN OFF AIRPORT LANDING. THE PILOT WAS SURVEYING SOME LAND TO BE SPRAYED TO ESTIMATE THE COST. HE LANDED ON THE FIELD WHICH WAS VERY SOFT AND THE ACFT NOSED OVER. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 550

5/24/83

TOUCHET,WA

A/C Reg. No. N8576C

Time (Lcl) - 1404 PDT

---

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

---

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 564      5/30/83      NORTH BEND, WA      A/C Reg. No. N42917      Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CLIMB					

-----Aircraft Information-----

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SEATTLE, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	WATERVILLE, WA	
Wind Dir/Speed- 200	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,FLT ENG	Current - UNK/NR	Total - 8000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - 7950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD REQUESTED A VFR DEPARTURE EASTBOUND TO WATERVILLE & RADAR FLT FOLLOWING. HE STATED HE WOULD BE GOING VFR THROUGH STAMPEDE PASS. AFTER TAKEOFF THE ACFT WAS TRACKED ON A RADAR HEADING OF ENE AT AN ALTITUDE OF 2,500 FT MSL. SHORTLY THEREAFTER THE PLT CANCELLED FLIGHT FOLLOWING, STATING HE CAN MAINTAIN VFR & WOULD BE STAYING LOW. THE ACFT IMPACTED RAPIDLY UPSLOPING TERRAIN 1 MI NORTH OF INTERSTATE 90 AT 3,950 FT MSL. THE SITE IS LOCATED ON THE NORTH SIDE OF A VALLEY THROUGH WHICH I-90 PROCEEDS GENERALLY EASTBOUND. THE APPROXIMATE MINIMUM LATERAL DISTANCE ACROSS THE VALLEY AT THE 4,000 FT LEVEL IS 12,000 FT. THE 1555 PDT WX RECORDED BY THE STAMPEDE PASS WX OBSERVATION FACILITY, LOCATED 15 MI FROM THE ACCIDENT SITE & AT AN ELEVATION OF 3,800 FT, WAS CEILING INDEFINITE OBSCURATION (AT THE SURFACE) & 1/8 MI VISIBILITY IN FOG. THE FLAP HANDLE WAS FOUND TO BE PULLED UP INTO A POSITION OF PARTIAL FLAP EXTENSION.

Brief of Accident (Continued)

File No. - 564

5/30/83

NORTH BEND, WA

A/C Reg. No. N42917

Time (Lcl) - 1600 PDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CLIMB

Finding(s)

1. WEATHER CONDITION - OBSCURATION
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CLIMB

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 437      6/11/83      ZILLAH,WA      A/C Reg. No. N41721      Time (Lcl) - 1150 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 47G-2	Eng Make/Model	- LYCOMING VO-435	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	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	ZILLAH,WA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	WAPATO,WA	Runway Ident
Wind Dir/Speed	- 210/005 KTS		- N/A
Visibility	- 50.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4372	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 4	Make/Model- 1220	Last 30 Days- 125
	Aircraft Type - 206BIII	Instrument- 135	Last 90 Days- 202
		Multi-Eng - 13	Rotorcraft - 4304

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ROTORCRAFT MADE A HARD LANDING AFTER COLLIDING WITH TREES DURING AN AUTOROTATION. THE ACFT HAD EXPERIENCED AN ENGINE FAILURE WHILE ON A REPOSITIONING FLIGHT BETWEEN AERIAL APPLICATION OPERATIONS AND WAS FORCED TO LAND. THE ACFT WAS AUTOROTATED INTO AN ORCHARD AND CONTACTED TREES, SUSTAINING SUBSTANTIAL DAMAGE TO THE SKIDS, MAIN ROTOR BLADES AND TAIL BOOM. THE PILOT WAS UNINJURED. THE FLIGHT ORIGINATED FROM A TEMPORARY SITE A FEW MINUTES BEFORE THE MISHAP. INVESTIGATION REVEALED THE POWER LOSS WAS DUE TO FUEL EXHAUSTION. THE FUEL CELLS WERE EMPTY BUT THE FUEL GAUGES SHOWED FUEL REMAINING. THE ACFT WAS FUELED WITH 22 GALLONS OF FUEL. THE GAUGES READ ONE QUARTER-LEFT,ONE HALF-RIGHT. THE SYSTEM WAS DRAINED EMPTY. THE GAUGES READ ONE EIGHTH-LEFT,ONE QUARTER-RIGHT.

Brief of Accident (Continued)

File No. - 437

6/11/83

ZILLAH,WA

A/C Reg. No. N41721

Time (Lc1) - 1150 PST

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 - FALSE INDICATION
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 528

6/28/83

WAITSBURG,WA

A/C Reg. No. N9536

Time (Lcl) - 1745 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3725

No. of Seats - 1

Eng Make/Model - P & W R1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 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- 170/007 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WAITSBURG,WA

Destination

WAITSBURG,WA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

CROPLAND AIR STRIP

Runway Ident - UNK/NR

Runway Lth/Wid - 1800 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 55

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15000

Make/Model- 7000

Instrument- UNK/NR

Multi-Eng - 50

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 180

Rotorcraft - 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDDLOOPEO INTO SOFT DIRT AND NOSED OVER AFTER A BRAKE MALFUNCTION. THE PILOT STATED THAT UPON LANDING THE LEFT BRAKE LOCKED. THE PILOT TRIED TO MAINTAIN DIRECTIONAL CONTROL WITH RUDDER AND POWER. THE ACFT VEERED RIGHT INTO SOFT DIRT AND CAME TO REST INVERTED.



Brief of Accident (Continued)

File No. - 528

6/28/83

WAITSBURG,WA

A/C Reg. No. N9536

Time (Lc1) - 1745 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 595      7/09/83      CONNELL,WA      A/C Reg. No. N1053M      Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -STANDING

NONE  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150-J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 200/007 KTS  
Visibility - 70.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CONNELL,WA  
Destination  
CONNELL,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 373  
Make/Model- 373  
Instrument- 3  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS PREPARING TO SHUT DOWN THE ENGINE WHEN THE PASSENGER DEPLANED & INADVERTENTLY WALKED INTO THE PROP.

Brief of Accident (Continued)

File No. - 595

7/09/83

CONNELL,WA

A/C Reg. No. N1053M

Time (Lcl) - 1930 PDT

-----  
Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)  
1. SUPERVISION - POOR - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 504      7/16/83      SEKIU,WA      A/C Reg. No. N9357L      Time (Lcl) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN AA-1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 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	SEIKU
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2980/ 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	TOUCH AND GO	
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 - 27
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING AN ATTEMPTED GO-AROUND AFTER A LOSS OF DIRECTIONAL CONTROL DURING THE APPROACH. THE PILOT STATED THAT A CROSSWIND CARRIED THE ACFT TO THE RT OF THE RUNWAY WHICH NECESSITATED THE GO-AROUND. HE FURTHER STATED HIS AIRSPEED WAS LOW WHEN THE GO-AROUND WAS STARTED AND THE NOSE WAS RAISED TOO HIGH CAUSING A STALL/MUSH INTO A FENCE TO THE RT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 504

7/16/83

SEKIU,WA

A/C Reg. No. N9357L

Time (Lcl) - 1400 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. FLIGHT CONTROLS - 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 - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 561 7/17/83 ELLENSBURG,WA

A/C Reg. No. N3033A

Time (Lcl) - 1630 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 -TAKEOFF

Fire

NONE

Crew

0

0

1

0

Pass

0

0

2

0

-----Aircraft Information-----

Make/Model - CESSNA 170B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2050

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 008/003 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SEATTLE,WA

Airport Proximity

ON AIRPORT

Airport Data

BOWERS

Runway Ident - 07

Runway Lth/Wid - 5847/ 150

Runway Surface - MACADAM

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,SE SEA

Age - 35

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 176

Last 24 Hrs - 2

Make/Model- 93

Last 30 Days- UNK/NR

Instrument- 22

Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING AN ABORTED TAKEOFF. THE PILOT STATED THAT THE ACFT WAS SUBJECTED TO A GUSTY TAILWIND JUST BEFORE TAKEOFF AND THE ACFT STARTED TO SKIP AND SKID WITH THE NOSE TO THE LEFT. THE PILOT STARTED ABORT PROCEDURES AND SAID THE TAIL OF THE ACFT CONTINUED TO RISE UNTIL THE ACFT NOSED OVER. THERE WAS NO RECORD OF SIGNIFICANT WEATHER AT THE ACCIDENT SITE. WEATHER DATA REMARKS SHOW CUMULONIMBUS CLOUDS TO THE WEST OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 561

7/17/83

ELLENSBURG,WA

A/C Reg. No. N3033A

Time (Lc1) - 1630 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
  2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        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) 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. - 563      7/27/83      ELLENSBURG,WA      A/C Reg. No. N4098U      Time (Lcl) - 1630 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      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 150E  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Itinerary

Last Departure Point  
ELLENSBURG,WA  
Destination  
MOSES LAKE,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 060/005 KTS  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - 4500 FT SCATTERED  
Lowest Ceiling      - 8000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

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)  
ATP,CFI,FLT ENG  
SE LAND,ME LAND,SE SEA

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 15000      Last 24 Hrs - 5  
Make/Model- 252      Last 30 Days- UNK/NR  
Instrument- 2500      Last 90 Days- 183  
Multi-Eng - 13000      Rotorcraft - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING A FORCED LANDING ON A ROUGH ROAD. THE ACFT ENGINE HAD QUIT WHILE CLIMBING THROUGH 4500 FT AFTER TAKEOFF. THE PILOT TRIED LEANING AND PITOT HEAT. SINCE THE ENGINE WOULD NOT START THE PILOT PICKED A DIRT ROAD FOR LANDING. THE ENGINE RESTARTED JUST BEFORE TOUCHDOWN BUT THE PILOT COULD NOT CLIMB WITH FULL FLAPS SO WHEN THE GEAR TOUCHED HE CONTINUED THE LANDING. THE GEAR BROKE OFF DURING THE ROLL-OUT.



Brief of Accident (Continued)

File No. - 563

7/27/83

ELLENSBURG,WA

A/C Reg. No. N4098U

Time (Lc1) - 1630 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 560      1/02/83      GENOA CITY,WI      A/C Reg. No. N3168G      Time (Lcl) - 1440 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model    - NORTH AMERICAN T-6G  
Landing Gear   - TAILWHEEL FIXED-MAINS RETRACT  
Max Gross Wt   - 5300  
No. of Seats   - 2

Eng Make/Model - P & W R-1340-AN-1  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - UNK/NR

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 - 310/012 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  
PALWAUKEE,IL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

VINCENT  
Runway Ident    - 27  
Runway Lth/Wid   - 2100/ 150  
Runway Surface   - GRASS/TURF  
Runway Status    - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND,ME LAND  
FREE BALLOON ,GLIDER

Age - 44  
Biennial Flight Review  
Current        - YES  
Months Since   - 1  
Aircraft Type   - DC-9

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 15415  
Make/Model-    20  
Instrument-    514  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days-    73  
Last 90 Days-    284  
Rotorcraft    - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE ACCIDENT THE ACFT FLEW OVER THE ARPT AT TREE-TOP LEVEL WITH THE GEAR RETRACTED. THE ACFT THEN LANDED. AFTER SPENDING ABOUT 15 MIN ON THE GROUND THE PLTS TOOK OFF TO THE WEST. THE GEAR WAS RETRACTED IMMEDIATELY AFTER TAKEOFF & THE ACFT REMAINED BETWEEN TREE-TOP LEVEL & 500 FT AGL EXECUTING STEEP BANKS. A WITNESS DESCRIBED THE SECOND STEEP BANK AS THOUGH THE PLT WAS EXECUTING A BARREL ROLL. THE ACFT NEVER RECOVERED FROM THE BANK & DESCENDED RAPIDLY TO THE GROUND.

Brief of Accident (Continued)

File No. - 560

1/02/83

GENOA CITY, WI

A/C Reg. No. N3168G

Time (Lc1) - 1440 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 532      5/15/83      JANESVILLE,WI      A/C Reg. No. N8576J      Time (Lcl) - 1940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -STANDING		Other 0	0	0	4

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 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	UNK/NR	ROCK COUNTY
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	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 - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2051
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 2051
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

N13364 HAD STOPPED SHORT OF THE RUNWAY FOR A RUN-UP CHECK PRIOR TO TAKEOFF. THE PILOT OF N8576J CONTINUED HIS TAXI WHILE HE WAS CHECKING THE FIELD ELEVATION AND SETTING HIS ALTIMETER HE TAXIED INTO THE EMPENNAGE OF N13364.

Brief of Accident (Continued)

File No. - 532

5/15/83

JANESVILLE, WI

A/C Reg. No. N8576J

Time (Lc1) - 1940 CDT

---

Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 532      5/15/83      JANESVILLE,WI      A/C Reg. No. N13364      Time (Lc1) - 1940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -STANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	2
Other	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 172M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 040/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - UNK/NR  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
EDGERTON,WI

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ROCK COUNTY  
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,SE SEA

Age - 55

Biennial Flight Review

Current      - YES  
Months Since      - 7  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3439	Last 24 Hrs	- 3
Make/Model-	510	Last 30 Days-	UNK/NR
Instrument-	160	Last 90 Days-	94
Multi-Eng	- 15		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N13364 HAD STOPPED SHORT OF THE RUNWAY FOR A RUN-UP CHECK PRIOR TO TAKEOFF. THE PILOT OF N8576J CONTINUED HIS TAXI WHILE HE WAS CHECKING THE FIELD ELEVATION AND SETTING HIS ALTIMETER HE TAXIED INTO THE EMPENNAGE OF N13364.

Brief of Accident (Continued)

File No. - 532

5/15/83

JANESVILLE, WI

A/C Reg. No. N13364

Time (Lc1) - 1940 CDT

---

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 513      5/16/83      NEW RICHMOND,WI      A/C Reg. No. N67613      Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235

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- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW RICHMOND,WI

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

NEW RICHMOND

Runway Ident - 32

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 15      Last 24 Hrs - UNK/NR

Make/Model- 15      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ON HIS 2ND SOLO FLT MADE A HARD LANDING WHICH COLLAPSED THE NOSE GEAR. THIS WAS THE 1ST LANDING OF THE FLIGHT AND THE PILOT TOUCHED DOWN NOSE GEAR FIRST. THE NOSE GEAR COLLAPSED AND FOLDED BACKWARD. THE UNDERSIDE OF THE COWLING WAS BENT, THE ENGINE MOUNTS BROKEN AND FIRE WALL BENT. THE WEATHER WAS CLEAR AND THE WIND WAS CALM.



Brief of Accident (Continued)

File No. - 513

5/16/83

NEW RICHMOND, WI

A/C Reg. No. N67613

Time (Lc1) - 1930 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 512      5/17/83      TOMAH,WI      A/C Reg. No. N4521Y      Time (Lcl) - 1700 CDT

-----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	-LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA25	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	BOYERS
Wind Dir/Speed- 270/010 KTS			Runway Ident - 27
Visibility - UNK/NR	ATC/Airspace		Runway Lth/Wid - 3600 -UNK/NR
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 - NONE		
Precipitation - NONE			
Condition of Light - DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1302
SE LAND,ME LAND	Months Since - 22	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 64
		Multi-Eng - 8
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER AND MADE A FORCED LANDING IMMEDIATELY AFTER TAKEOFF ON AN AERIAL APPLICATION MISSION. THE LANDING GEAR COLLAPSED DURING THE LANDING. THE PILOT STATED THAT THE ACCIDENT OCCURRED ON THE 5TH FLT OF THE DAY AFTER TAKING OFF ON RUNWAY 27 AND WHEN CLIMBING TO 125 FT AGL THE ENGINE BEGAN TO LOSE POWER. THE PILOT REDUCED POWER AND LANDED STRAIGHT AHEAD 50 YDS OFF THE END OF TH TAKEOFF RUNWAY. AN EXAMINATION OF THE ENGINE REVEALED THAT THE LOWER PLUGS CONTAINED A DARK GREY DEPOSIT THAT BRIDGED THE ELECTRODES. THIS DEPOSIT WEAKENED THE SPARK PRODUCED BY THE PLUGS. WHEN CLEARED THEY PRODUCED A STRONGER SPARK.

Brief of Accident (Continued)

File No. - 512

5/17/83

TOMAH,WI

A/C Reg. No. N4521Y

Time (Lc1) - 1700 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,SPARK PLUG - CONTAMINATION
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,REPLACEMENT - NOT CORRECTED - COMPANY MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 568      7/31/83      JUNEAU,WI      A/C Reg. No. N8632D      Time (Lcl) - 1830 CDT

-----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	Pass 0	0	0	1
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-32A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DODGE COUNTY
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1940/ 70
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ROUGH
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)
PRIVATE	Current - YES	Total - 89
SE LAND	Months Since - 1	Make/Model- 5
	Aircraft Type - PA-22	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE MADE THE APPROACH AT 85-90 MPH WITH 40 DEGREES FLAPS AND 1100 RPM. THE WINDS WERE FROM 270 DEGREES AT 10 KTS GUSTING TO 20 KTS THE ACFT STARTED TO SINK ON THE SHORT FINAL AND THE PILOT APPLIED POWER AND PULLED BACK ON THE STICK IN AN ATTEMPT TO CLEAR THE RWY END. THE MAIN LANDING GEAR HIT THE RUNWAY LIP FORCING THE ACFT BACK INTO THE AIR AFTER WHICH IT STALLED AND LANDED HARD COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 568

7/31/83

JUNEAU, WI

A/C Reg. No. N8632D

Time (Lcl) - 1830 CDT

Occurrence #1      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - DOWNDRAFT
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3      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) 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. - 534      6/18/83      BRUCETON MILLS,WV      A/C Reg. No. N6575W      Time (Lcl) - 0900 EST

-----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 - TAKEOFF

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES-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- 030/005 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - BROKEN  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

PRIVATE STRIP  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
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)  
UNK/NR

Age - 53

Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- UNK/NR
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING AN ATTEMPTED TAKEOFF FROM A SHORT SOD PRIVATE STRIP. THE PRIVATELY OWNED GRASS STRIP IS APPROX. 800 FEET LONG WITH A 5 DEG UPGRADE FROM THE MIDWAY POINT. THE PILOT SAID HE REALIZED HE COULD NOT CLIMB FAST ENOUGH SO HE REDUCED POWER AND SETTLED TO THE END OF THE STRIP. HE STATED HE WAS NOT ABLE TO STOP DUE TO WET GRASS AND THE ACFT KNOCKED DOWN 4 FENCE POSTS AND A CLOTHESLINE POST ALONG WITH 50 FEET OF 4 FOOT HIGH WIRE FENCE.

Brief of Accident (Continued)

File No. - 534

6/18/83

BRUCETON MILLS, WV

A/C Reg. No. N6575W

Time (Lcl) - 0900 EST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WET
  2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  4. TERRAIN CONDITION - UPHILL
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 579      7/02/83      WHEATLAND,WY      A/C Reg. No. N6850Z      Time (Lcl) - 1336 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
1	0	0	0	
0	0	0	0	

Type of Operation -AERIAL APPLICATION  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -MANEUVERING

Fire  
NONE

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 - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 240/011 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - 5000 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 - 39  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 597	Last 24 Hrs	- UNK/NR
Make/Model-	72	Last 30 Days-	19
Instrument-	59	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION MANEUVER, THE ACFT COLLIDED WITH THE GROUND. AN EXAM OF THE WRECKAGE INDICATED THAT IT IMPACTED IN A STEEP NOSE DOWN ATTITUDE WHILE ROTATING TO THE LEFT. THE FLAPS WERE FOUND EXTENDED 25 DEG & THE AIRSPEED GAGE WAS FOUND INDICATING 55 KTS. THE T-HANDLE FOR DUMPING THE CHEMICAL LOAD WAS FOUND IN THE STOWED POSITION & HAD NOT BEEN ACTIVATED. THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT FUEL TANK & BOTH FUEL TANKS WERE FOUND WITH FUEL REMAINING. FLT CONTROL CONTINUITY WAS ESTABLISHED & THE THROTTLE WAS FOUND IN THE FULL FORWARD POSITION. NEITHER THE PLT NOR THE OWNER POSSESSED A CERTIFICATE TO CONDUCT AERIAL APPLICATIONS. ALSO, THERE WAS NO RECORD THAT THE PLT HAD OBTAINED KNOWLEDGE & SKILL TEST, REQUIRED BY 14 CFR 137. THE PLT HAD BEEN ISSUED A 2ND CLASS MEDICAL CERTIFICATE ON 10/23/79 WITH A LIMITATION TO WEAR CORRECTIVE LENSES. HOWEVER, NO GLASSES OR CONTACT LENSES WERE FOUND. THE DENSITY ALT WAS APPROX 7200 FT. REPORTEDLY, THE WINDS WERE STRONG & GUSTY.



Brief of Accident (Continued)

File No. - 579

7/02/83

WHEATLAND,WY

A/C Reg. No. N6850Z

Time (Lcl) - 1336 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6.      IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
7.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
8.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
9. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
10. WEATHER CONDITION - HIGH DENSITY ALTITUDE
11. WEATHER CONDITION - UNFAVORABLE WIND
12. WEATHER CONDITION - GUSTS
13. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
14.      IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
15.      INADEQUATE CERTIFICATION/ APPROVAL, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
16.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
17. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
18. LOAD JETTISON - NOT PERFORMED - 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) 4,5,6,7,8,13,17

Factor(s) relating to this accident is/are finding(s) 1,2,3,9,10,11,12,14,16



EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6945

NTSB-AAB-85-04

Brief Format

U.S. Civil and Foreign

Aviation Issue Number 3 of

1983 Accidents

**U.S. DEPARTMENT OF COMMERCE**  
**National Technical Information Service**  
Springfield, Va. 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID  
U.S. DEPARTMENT OF COMMERCE  
COM-211

SPECIAL FOURTH-CLASS RATE  
BOOK

